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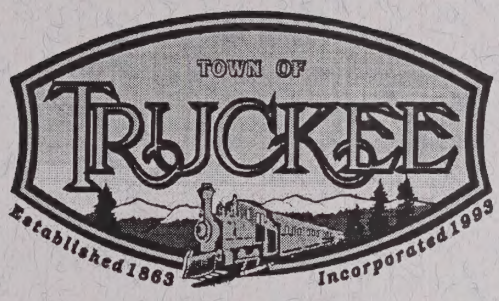

GENERAL PLAN

1995 - 2014

VOLUME I:

Goals and Policies

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by Town Council Resolution No. 2000-48

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GENERAL PLAN
1995.2014

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VOLUME IV: FINAL ENVIRONMENTAL IMPACT REPORT (Bound as a separate document)

PURPOSE OF THE PLAN

This General Plan is the first for the Town of Truckee. While the community has existed for more than 125 years, incorporation as a municipality occurred in 1993.

This General Plan is intended to establish a policy basis for decision making, particularly for land use and development issues. This General Plan is based upon 20-year growth projections and does not attempt to establish the future build out of Truckee. The primary purpose of the plan is to provide policy direction to guide preparation of the Town's initial zoning and development standards and capital facility plans. It is expected that additional growth will occur beyond the 2014 planning horizon of this Plan and that such growth will be addressed by future General Plans. A 20-year planning horizon was selected in recognition of the expansive boundaries of the Town and a desire to focus this initial planning effort on the most critical needs and issues.

A number of areas of the Town will require more specific study in order to determine the most appropriate development configuration and mix of land uses. One of these areas, located south of Interstate 80 and east of State Route 89 South, has been designated a Special Study Area. Five other areas have been designated Specific Plan areas. These include three undeveloped areas, PC-1 located east of Cold Stream Road and north of the Southern Pacific Railroad line, PC-2 located north of Interstate 80 on both sides of State Route 89 North, PC-3 located between the airport and State Route 267, and two developed areas, Tahoe-Donner and Downtown.

Figure 1 is a Vicinity Map showing Truckee's location within the region.

HISTORY AND BACKGROUND

The Truckee area has the highest density of historic sites of all places in California. The earliest history of Truckee relates primarily to emigration from the east. The two most famous emigrant parties were the Murphy-Stevens-Townsend Party, some of whom encamped at Donner Lake (then called Mountain Lake) in the winter of 1844, and the Donner Party, who encamped at Donner Lake in the winter of 1846. The Murphy-Stevens-Townsend Party gave the Truckee River its name, after a Pauite chief, whom they called Truckee. The town initially grew up around the emigrant trail, and later, in 1868, began to grow around the station for the Transcontinental Railroad. Logging was a major industry in the area until the 1920's. Winter sports began to be a major source of economic activity at the turn of the century, increasing greatly with the 1960 Winter Olympics at Squaw Valley. Today Truckee continues to be a center for outdoor sports, both in the summer and in the winter.

Truckee has a history of active involvement and independent thinking regarding planning and development issues. During the most recent Nevada County General Plan update process, community

leaders in Truckee actively participated in the development of the Eastern Nevada County General Plan draft. Much of this previous community planning effort created the focus for the Town's successful incorporation effort as well as the basis for Truckee's first General Plan.

VISION STATEMENT

This General Plan was directed by a public process to define a collective long-term vision for the future of Truckee. The Vision Statement below expresses that vision.

THE VISION FOR TRUCKEE

The Town of Truckee is uniquely situated in a valley containing the Truckee River surrounded by the majestic Sierra Nevada. With its forests, waterways and spectacular mountain views, Truckee affords its residents and visitors diverse and readily accessible recreation and open space opportunities. Truckee is the gateway to the Sierra due to its location at the confluence of the interstate, transcontinental railroad and two state highways. This advantageous location and abundant resources were the driving forces behind development of Truckee's initial railroad and lumber industries and remain the focal point of the community today. The rugged terrain, tough winters and colorful history have attracted people with an unusually strong sense of community commitment and caring that sets Truckee apart. Truckee is a place where people choose to be.

As Truckee residents, we cherish our natural environment and are dedicated to safeguarding this precious resource. We know our Town is attractive and growth is in our future. We will meet the challenge of accommodating growth while enhancing the beauty, history and small town flavor that attracted many of us here. Future plans will recognize the Truckee River as one of the Town's primary assets. Development will be pedestrian oriented and provide public access to recreation and open space. Circulation will be improved through an enhanced road system and by encouraging alternative means of transportation. We will strive for a healthy year round economy by building from our existing economic base. Pursuit of balanced growth will enable the Town to provide quality services to meet the long term needs of the community. Through expanded employment opportunities and a mix of housing, Truckee will remain a place where people can live, work, shop and recreate.

We are proud of our community and welcome the opportunity to be in control of our destiny. Our vision is to preserve our unique values and quality of life for future generations to enjoy.

The Vision Statement provides overall guidance for the General Plan. To assist in implementing the vision, the following overall guiding principals were established:

insert new Vicinity Map of Truckee graphic Figure 1.

- The general plan will reduce sprawl by planning for projected growth and locating new development around existing developed areas.

- The environment is fundamental to the economy and quality of life in Truckee and the General Plan will protect and enhance this resource.

- The General Plan will protect important open space lands and natural resources and strive to enhance public access to open space lands and public resources.

- The General Plan will reduce the dependance on the automobile in Truckee by fostering compact development and providing for alternate modes of transportation.

ASSUMPTIONS

The Town of Truckee chose to have a General Plan that would accommodate growth in the future, rather than restrict or encourage growth. In determining the amount of new development to be accommodated by the Plan, 20-year growth projections were used as a guide. In order to calculate the amount of housing, commercial development, and employment-generating uses that would be necessary to accommodate the 20-year projections, it was necessary to make a number of assumptions. It was assumed for planning purposes that household size, vacancy rates, and seasonal residency would continue to be similar to today. Table 1.1 presents these assumptions.

TABLE 1.1
GENERAL PLAN ASSUMPTIONS

1994 Population	10,492
Household Size	2.70 pph
Occupancy Rate *(percent housing occupied by permanent residents - 1995 D.O.F. estimate)*	48.1%
Seasonal Occupancy *(percent of housing units that are second homes or other vacant according to 1990 Census)*	50.2%
Net to Gross Acres *(where lot sizes are smaller than t acres)*	50%
Employees/acre (non-residential uses)	
Industrial	11
Commercial	18
Public	1-21
Hospital	21

It was also assumed that the State Route 267 Bypass would be built within the time frame of the General Plan.

It is recognized that the above assumptions are projections and the future may actually turn out differently. It is important to regularly compare what has occurred to the assumptions and identify significant deviations. Major deviations from the assumptions over time should trigger an update to the General Plan.

DEVELOPMENT OF THE PLAN

A series of strategies, goals, and principles were developed to guide the formulation of General Plan policies and the development of the Land Use Plan. Some of these have become General Plan goals or policies, and some have been achieved through the Land Use Diagram. These guiding principles are stated at the beginning of each element.
An interactive planning and environmental process was used in the development of the General Plan. In the early stages of Plan development, environmental constraints were identified, providing a framework for policy development and land use planning. During preparation of the Plan, environmental analysis was performed in several steps, allowing the Plan to respond to environmental issues through both the Land Use Plan and the policies of the Plan.

It was recognized early in the General Plan process that existing General Plan and zoning designations established for Truckee and the surrounding area by Nevada County and Placer County accommodated significantly more growth than could be supported by 20-year growth projections. The General Plan recognizes that significant deviations from the existing zoning schemes are necessary to achieve the Vision, and provides policies and programs to address the required changes.

PUBLIC INVOLVEMENT

Significant public involvement began during the Eastern Nevada County General Plan process. Following incorporation, the Town undertook a visioning process involving public meetings and questionnaires. Public visioning workshops were held in October, November, and December 1993 at Donner Lake, Tahoe Donner, Downtown Truckee, Glenshire, and the High Sierra Senior Center. The results of the visioning process were used in the creation of the Plan's Vision Statement. At the beginning of the General Plan development process, a bus tour of Truckee brought together the Town Council, the Planning Commission, Town Staff, press, members of the public, and consultants in an all-day tour of the Town to exchange ideas and discuss concerns.

At each stage of the General Plan development process, the Town has prepared newsletters and regularly disseminated information about the Plan and the opportunities for citizens to be involved. Copies of all documents prepared were made available to the public for review prior to Council consideration. Public workshops and hearings were held at every step in the process. The Vision Statement was discussed at an early Planning Commission hearing on March 9, 1994, and the text of the Vision Statement developed at a joint Town Council/Planning Commission hearing on March 23, 1994. The Sketch Land Use Plan was presented and discussed at a joint Planning Commission/Town Council workshop on June 30, 1994, and was the subject of

Planning Commission hearings on July 6 and 13, 1994. A joint public TTREC/Town Council meeting was held on July 12, 1994 to discuss the Economic/Demographic Report.

The Draft Land Use Plan was presented and discussed at a joint Planning Commission/Town Council workshop on September 29, 1994. The Planning Commission held hearings on the Draft Land Use Plan on October 12, 19, 26, 27, and 28, 1994, and the Town Council held a final hearing on the Draft Land Use Plan on December 1, 1994.

The public review Draft General Plan was released in September 1995. Planning Commission Hearings on the Plan were held on October 4, 5, 10, 11 and 12, 1995.

Town Council Hearings were held on November 20, 21, 27, 28 and 29, 1995.

USING THE PLAN

This General Plan is a policy plan. In each element, the goals and policies of the Town follow a brief introduction to the element. Where explanatory material or definitions are necessary, that language is printed in italics. Cross references between the elements are also printed in italics. All other language in the policy sections is the adopted policy of the Town of Truckee.

The policies in the Policies section of each element express the Town's intent for future actions. Guiding principles that were used in the development of the General Plan are identified in a separate section call Guiding Principles and are shown in a different type face.

Diagrams included in the Plan also express the policy of the Town of Truckee. The following diagrams are found in Appendix A of Volume I of the General Plan:

- Land Use Diagram [Plate 1]
- Mineral Resources [Plate 2]
- Areas Subject to Flooding [Plate 3]
- Circulation Plan [Plate 4]
- Open Space, Natural Resources, Scenic Resources, and Trails [Plate 5]
- Future Noise Contours [Plate 6]

The Technical Appendix to the General Plan (Volume II of the General Plan) contains background information and data used in developing the General Plan. The data and technical analysis contained in the Technical Appendix provided the basis for policy decisions in formulating the General Plan and for satisfying the requirements of the California Environmental Quality Act (CEQA).

A series of documents were prepared as part of the General Plan process. The documents in Volume II of the General Plan provide background environmental information and analysis for the Draft Land Use Map.

Volume III contains a report on the economic/demographic conditions of the

Town of Truckee and the Fiscal Impact Analysis of the Draft General Plan.

Volume IV contains is the Final Environmental Impact Report (EIR) for the General Plan.

GENERAL PLAN CONSISTENCY

An action, program, or project is consistent with the Truckee General Plan, considering all its aspects, it is free from significant variation or contradiction with the General Plan and it will further the objectives and policies of the General Plan and not obstruct their attainment. Any given action, program, or project need not be in absolute conformity with each and every policy of the General Plan if those policies are not relevant or leave the review authority with some room for interpretation. Any action, program, or project is inconsistent with the General Plan if it would preclude the ultimate implementation of the General Plan or conflicts with one or more specific, fundamental, and mandatory policies of the General Plan.

GENERAL PLAN IMPLEMENTATION

The General Plan will be implemented by the Zoning and Development Code, Subdivision Code, by the preparation of Specific Plans and Master Plans, preparation of a Sphere of Influence report for consideration by Nevada County LAFCO, the preparation of Capital Improvement Plans, and by review of projects within the Town boundaries and by consulting with Nevada and Placer Counties on projects outside to the Town Boundary but within the Sphere of Influence and/or Area of Concern.

Policies in this General Plan which refer to standards to be established and enforced through the Development Code may be subject to variance procedures.

Table 1.2 summarizes the General Plan policies, identifies the manner in which the policy will be implemented, the Town department responsible for implementing the measure, the authority body which will make the ultimate decision on implementing the measure, and estimates the timeframe in which the measure will be implemented. Also, other policies which may be related to the policy are listed for informational purposes.

Table 1.3 is a summary of the Town's work programs necessary to implement the General Plan policies.

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
LU 1.1	53	Annual Review of Development	Report to PC and TC	PD	TC	Annually	HouPo 1.1; HouPr 1.1.1
LU 2.1	53	Limit Freeway-Oriented Commercial to I80/DPR-Cold Stream and I80/SR89S and DSA	Land Use Map Development Code	PD PD	TC TC	N/A Completed	COS 5.2; PC1
LU 2.2	53	Discourage Estate Type Residential Development	General Plan Development Code Project Review	PD PD PD	TC TC ZA/PC/TC	N/A Completed On-going	LU 3.4, 7.1; COS 1.4
LU 2.3	53	Infill Policies	General Plan Development Code Project Review	PD PD PD	TC TC ZA/PC/TC	N/A Completed On-going	HouPo 1.2; HouPr 1.2.4
LU 2.4	53	Land Uses Allowed within SPR Right of Way	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 4.4; COS 1.2
LU 2.5	54	Analyze Job Creation Opportunities with Economy Shift	Report to TC	Twn Mgr	TC	FY 2001-02	
LU 3.1	54	Coordinate Services with Development	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LUP 3.3, 3.4; COS 6.3; HouPr 4.2.2
LU 3.2	54	Transfer of Infrastructure Rights	TDR Ordinance/ Program Policy with Special Districts	PD PD	TC Special Dist	FY 2001-02 FY 2001-02	COS 1.5, 4.1

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
LU 3.3	55	Infrastructure Development Concurrency	Development Code Project Review	PD PD	TC ZA/PC/TC Special Dist	Completed On-going	LU 3.1, 3.4, 3.6; COS 8.5; HouPr 1.2.3; 4.2.2; HouPo 4.2; Safety 2.7
LU 3.4	55	Sewer Required for New Subdivisions (5 or more parcels)	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 2.2, 3.1, 3.3
LU 3.5	55	Long Range Capital Facilities Plan and Fee Program	Capital Impr Plan Development Impact Fees	PD/TE TE	TC	Completed On-going	LU 3.3; Circ 1.1, 1.6, 1.9, 1.11, 1.12, 1.15, 1.19, 1.20, 5.1; HouPr 3.1.7
LU 4.1	55	Encourage Mixed Use in Commercial Areas	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 4.2, 4.3; DSA 6, 8; DLCA 1; PC-1 4; PC-2 8; COS 12.1; HouPr 3.1.9
LU 4.2	56	Encourage live/work - work/live arrangements	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 4.1
LU 4.3	56	Encourage Services within Residential Neighborhoods	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 4.1
LU 4.4	56	Commercial Design Standards Precluding Strip Commercial and Promoting Pedestrian- Friendly Development	Development Code Design Guidelines Project Review	PD PD PD	TC TC ZA/PC/TC	Completed Completed On-going	LU 2.4, 5.1, 5.3; DLCA-1; PC1-5; PC2-9, 12; PC3; COS 4.3, 12.2
LU 4.5	57	Accommodate Satellite Offices and Telecenters	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
LU 4.6	57	Adopt Standards to Minimize Land Use Conflicts	Development Code Design Guidelines Project Review	PD PD PD	TC TC ZA/PC/TC	Completed Completed On-going	LU 4.7, 5.5; COS 2.1, 3.1, 5.1; Noise 3.1, 3.2, 3.3, 3.5
LU 4.7	57	Consider Applying Transitional Zoning to Commercial Areas which Directly Abut Single Family Residential Uses	Development Code	PD	TC	Completed	LU 4.6
LU 5.1	57	Adopt and Implement Updated Design Guidelines	Development Code Design Guidelines Project Review	PD PD PD	TC TC ZA/PC/TC	Completed Completed On-going	LU 4.4, 5.3, 5.5, 6.1; DSA-1, 4, 9; DLCA-1; PC1-1, 5, 6, 7; PC2-4, 9, 10, 11; Circ 1.2, 1.3, 1.18, 2.2; COS 5.1, 5.2, 5.3, 5.4, 5.5, 9.3
LU 5.2	57	Limit Size of Single Retail Use	General Plan Development Code	PD PD	TC TC	N/A Completed	
LU 5.3	57	Establish Maximum Street Setbacks for Commercial Use	Development Code	PD	TC	Completed	LU 4.4, 5.1, 5.5; PC1-7; PC2-11; Circ 1.18
LU 5.4	58	Maintain and Enhance Downtown	General Plan Dwntwn Specific Plan Specific Plan Development Code Project Review	PD PD PD PD PD	TC TC TC TC ZA/PC/TC	N/A Completed Variable Completed On-going	DSA 4, 6, 7, 8
LU 5.5	58	Establish Snow Storage Standards	Development Code	PD	TC	Completed	LU 4.6, 5.1
LU 6.1	58	Prepare Comprehensive Sign Ordinance	Development Code	PD	TC	Completed	LU 5.1

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
LU 7.1	59	Cluster Residential Development to Avoid Significant Natural Areas	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 2.2, 7.2; PC2-8; COS 1.4, 4.5, 7.1; Safety 1.1; HouPo 4.2; HouPr 4.2.1
LU 7.2	59	Establish Management of Permanently Preserved Open Space	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 7.1; COS 4.5, 4.6, 4.7; HouPr 4.2.1
LU 7.3	59	Subdivision Policies for Sha Neva/ Glenshire Mining Operation	Project Review	PD	PC	On-going	
LU 8.1	59	Establish Sphere of Influence	Preparation of Sphere of Influence Report	PD	TC / LAFCo	FY 2000-01	LU 8.2
LU 8.2	60	Seek Cooperative Agreements with Adjacent Land Use Jurisdictions	Cooperative Agreements	PD	TC	FY 2001-02	LU 3.5, 8.1; Circ 1.11, 1.20, 4.5
DSA Policies	60	Policies for Development of Downtown Study Area	Downtown Specific Plan	PD	TC	Completed	LU 4.1, 5.1, 5.4; Circ 5.1, 5.4; COS 1.5, 4.7, 8.1, 9.1, 9.2, 9.3, 9.4 (1)
DLCA Policies	62	Policies Related to the Future Development Around Donner Lake	Development Code	PD	TC	Completed	LU 4.1, 4.4, 5.1 (1)
Tahoe Donner PC Policies	63	Policies for Future Development Within Tahoe Donner	Development Code Project Review	PD	TC	Completed On-going	(1)

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
PC-1 Policies	63	Policies for Development Within PC-1	Specific Plan	PD	TC	Variable	LU 2.1, 4.1, 4.4, 5.1, 5.3; Circ 1.1, 1.7, 1.13, 1.18, 5.1; COS 1.6, 8.1 (1)
PC-2 Policies	64	Policies for Development Within PC-2	Specific Plan	PD	TC	Variable	LU 4.1, 4.4, 5.1, 5.3, 7.1; Circ 1.18; COS 1.3, 2.4, 4.3, 8.1, 8.2, 10.2 (1)
PC-3 Policies	65	Policies for Development Within PC-3	Specific Plan	PD	TC	Variable	LU 3.5, 4.4, 5.1, 5.3; Circ 1.1, 1.18 (1)
Circ 1.1	68	Plan and Design Future Roadways in Accordance with the Functional Classification Established by the General Plan	Development Code Improvement Stndrds Capital Impr Plan	PD TE PD/TE	TC TC TC	Completed FY 2000-01 Completed	LU 3.6; PC1-3; PC3; Circ 1.2, 1.3, 1.4, 1.7, 1.12, 2.3, 3.2, 3.7
Circ 1.2	68	Improve Existing and New Streets in Accordance with Standards Implementing the General Plan Functional Classifications	Capital Impr Plan Improvement Stndrds Road Impact Fees Development Code	PD/TE TE PD/TE PD	TC TC TC TC	Completed FY 2000-01 Completed Completed	LU 5.1; Circ 1.1, 1.3, 1.4, 1.7, 3.2, 3.7
Circ 1.3	68	Implement Road, Sidewalk and Bikeway Standards	Capital Impr Plan Improvement Stndrds Trails Plan	PD/TE TE PD	TC TC TC	Completed FY 2000-01 FY 2000-01	LU 5.1; Circ 1.1, 1.2, 5.1, 5.6
Circ 1.4	68	Install Traffic Control and Safety Devices as Necessary to Provide for Safe and Efficient Traffic and Acceptable Levels of Service	Capital Impr Plan Road Impact Fees Project Review Capital Impr Projects	PD/TE TE PD/TE TE	TC TC ZA/PC/TC TC	Completed Completed On-going On-going	Circ 1.1, 1.2

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
Circ 1.5	68	Coordinate with Caltrans to Address Peak Traffic Flows and Snow Gridlock	On-going Coordination Report to TC	TE TE	 TC	On-going FY 2001-02	COS 11.6
Circ 1.6	69	Strive for LOS D on Town Roadways and LOS E on DSA Roadways	Capital Impr Plan Road Impact Fees Project Review Improvement Stndrds	PD/TE TE PD/TE TE	TC TC ZA/PC/TC TC	Completed Completed On-going FY 2000-01	LU 3.5, 3.6; Circ 1.7, 1.8, 1.16
Circ 1.7	69	Maintain Donner Pass Road at 3 Lanes	General Plan Specific Plan Development Code Project Review Improvement Stndrds	PD PD/TE PD PD/TE TE	TC TC TC ZA/PC/TC TC	N/A Variable Completed On-going FY2000-01	PC1-10; Circ 1.1, 1.2, 1.6
Circ 1.8	69	Require Preparation of Traffic Studies for Development which may Result in Significant Traffic Impacts	Development Code Project Review Specific Plans Improvement Stndrds	PD PD/TE PD/TE TE	TC ZA/PC/TC TC TC	Completed On-going Variable FY 2000-01	Circ 1.6, 1.16
Circ 1.9	70	Strive for Balanced Transportation System	Specific Plans Capital Impr Plan Project Review	PD/TE PD/TE PD/TE	TC TC ZA/PC/TC	Variable Completed On-going	LU 3.6; Circ 3.1, 3.2, 3.6, 3.8, 4.1, 4.2, 4.3, 4.4, 4.5, 5.1, 5.3, 5.6, 6.1; COS 11.8
Circ. 1.10	70	Discourage Through Traffic on Neighborhood Streets	General Plan Capital Impr Plan Specific Plans Project Review	PD PD/TE PD/TE PD/TE	TC TC TC ZA/PC/TC	N/A Completed Variable On-going	Circ 1.13

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
Circ 1.11	70	Adopt Joint Powers Agreement with Nevada and Placer Counties Regarding Regional Traffic and Air Quality Issues	Joint Powers Agreement	PD/TE	TC	FY 2001-02	LU 3.6, 8.2; Circ 1.20, 3.4, 4.5
Circ 1.12	70	Construct New Secondary Access Road out of Tahoe Donner	General Plan Specific Plans Capital Impr Plan Road Impact Fees Capital Impr Project	PD PD/TE PD/TE TE TE	TC TC TC TC TC	N/A Variable Completed Completed FY 2004-05	LU 3.6; Circ 1.1
Circ 1.13	70	Prepare Alignment Study for Deerfield Bypass	Alignment Study	TE	TC	Completed	PC1; Circ 1.10, 2.3
Circ 1.14	70	Establish a Funding Mechanism for Long Term Maintenance of Roads	Capital Impr Plan Road Impact Fees	TE TE	TC TC	Completed Completed	
Circ 1.15	70	Pursue all Federal, State and Local Funding for Street and Highway Improvements	Pursuit of Funding Report to TC	TE TE	TC TC	On-going FY 2001-02	Circ 3.3, 5.4
Circ 1.16	70	Require Preparation of Traffic Studies for Development which may Result in Significant Traffic Impacts	Development Code Project Review Specific Plan Improvement Stnds	PD PD/TE PD/TE TE	TC ZA/PC/TC TC TC	Completed On-going Variable FY 2000-01	Circ 1.6, 1.8, 3.7
Circ 1.17	71	Re-Evaluate Parking Standard to Avoid Application of Excessive Parking Requirements	Development Code	PD	TC	Completed	HouPr 3.1.8; 3.1.9

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
Circ 1.18	71	Consider Visual Impacts and Implement Design Standards for Off-site Parking Lots	Development Code Design Guidelines Project Review	PD PD PD	TC TC ZA/PC/TC	Completed Completed On-going	LU 5.1, 5.3; PC1-7; PC2-11; PC3
Circ 1.19	71	Coordinate with Nevada County Transportation Commission in Updating Regional Transportation Plan	Preparation of Regional Transportation Plan	PD/TE	TC / NCTC	On-going	Circ 4.5, 1.20
Circ 1.19	71	Adopt and Maintain List of Regionally Significant Streets and Roads	Town Council Resolution	TE	TC	FY 2000-01	LU 3.6, 8.2
Circ 1.20	71	Coordinate Transportation Planning with Nevada County Transportation Commission, CalTrans, and Adjacent Jurisdictions	On-going Coordination Report to TC	PD/TE PD/TE	TC	On-going FY 2001-02	LU 3.6; Circ 1.11, 1.19, 3.4, 4.5, 5.1, 5.3
Circ 1.21	71	Work with CalTrans and DFA on Relocation of Agricultural Inspection Station	On-going Coordination Report to TC	TE TE	TC	On-going Completed	
Circ 1.22	71	Work with UP Railroad ~~SPR~~ to Mitigate Rail Traffic Impacts	On-going Coordination Report to TC	TE TE	TC	On-going Annually	
Circ 1.23	71	Work with CalTrans to Address Existing State Highway Deficiencies	On-going Coordination Report to TC	TE TE	TC	On-going Annually	
Circ 2.1	71	Coordinate with Service Providers to Underground Utilities	On-going Coordination Report to TC	TE TE	TC	Ongoing Annually	
Circ 2.2	71	Design Standards for Downtown Traffic Signals	Dwntwn Specific Plan Capital Impr Project	PD TE	TC TC	Completed On-going	LU 5.1; Circ 5.1

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
Circ 2.3	71	Prevent Adverse Impacts of New Roads to Significant Biological, Scenic, and Historic Resources	Capital Impr Plan Project Review	PD/TE PD/TE	TC ZA/PC/TC	Completed On-going	Circ 1.1, 1.13; COS 1.3, 4.4, 9.3
Circ 2.4	72	Minimize Light Pollution of Road Lighting Fixtures	Improvement Stndrds	TE	TC	FY 2000-01	COS 5.1; Circ 2.2
Circ 3.1	72	Work with Transit Providers for Additional Transit Services	On-going Coordination Transit Plan	PWD PWD	 TC	On-going Completed	Circ 1.9, 3.5; COS 11.8, 11.9
Circ 3.2	72	Future Transit Access and Right-of-Way	Capital Impr Plan Improvement Stndrds Project Review	PD/TE TE PD/TE	TC TC ZA/PC/TC	Completed FY 2000-01 On-going	Circ 1.1, 1.2, 1.9, 8.1, 8.2
Circ 3.3	72	Pursue Funding for Transit Services Costs	Pursuit of Funding Report to TC	PWD PWD	TC TC	On-going Annually	Circ 1.15
Circ 3.4	72	Participate in Interregional Recreational Transit Services	Transit Plan	PWD	TC	Completed	Circ 1.11, 1.20, 4.5
Circ 3.5	72	Consider Transit Needs of Senior, Disabled, Low-Income, and Transit-Dependent Persons	Transit Plan	PWD	TC	Completed	COS 3.1
Circ 3.6	72	Encourage Development of Transfer Facilities for Different Modes of Transportation	Transit Plan	PWD	TC	Completed	Circ 1.9

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
Circ 3.7	72	Require Public Transit Stops for New Development and Consider Transit Stops with Roadway Improvements	Development Code Improvement Stndrds Project Review	PD TE PD/TE	TC TC ZA/PC/TC	Completed FY 2000-01 On-going	Circ 1.1, 1.2, 1.16
Circ 3.8	72	Encourage Use of Passenger Rail	On-going Coordination Report to TC	PWD PWD	 TC	On-going FY 2001-02	Circ 1.9
Circ 4.1	73	Promote Transportation Control Measures	Development Code Capital Impr Plan Trails Plan Specific Plans	PD PD/TE PD PD/TE	TC TC TC TC	Completed Completed FY 2000-01 Variable	Circ 1.9, 4.2, 4.3, 4.4, 4.5
Circ 4.2	73	Promote Feasible Strategies to Reduce Automobile Trips	Development Code Capital Impr Plan Specific Plans	PD PD/TE PD/TE	TC TC TC	Completed Completed Variable	Circ 1.9, 4.1, 4.4, 4.5, 5.1
Circ 4.3	73	Encourage Major Traffic Generators to Implement Trip Reduction Measures	On-going Coordination Report to TC	TE TE	 TC	On-going FY 2001-02	Circ 1.9, 4.1
Circ 4.4	73	Require Transportation Studies for Major Development Projects	Development Code Project Review Specific Plans	PD PD/TE PD/TE	TC PC/TC TC	Completed On-going Variable	Circ 1.9, 4.1, 4.2
Circ 4.5	73	Work with Agencies to Reduce Vehicular Traffic Demand and Meet Air Quality Goals	On-going Coordination Air Quality Mgmt Plan	PD/TE PD	 TC / NSAQMD	On-going Completed	LU 8.2; Circ 1.11, 1.19, 1.20, 3.4, 4.1, 4.2; COS 11.6
Circ 5.1	73	Prepare Bicycle and Pedestrian Trail Master Plan	Trails Plan	PD	TC	FY 2000-01	LU 1.3, 3.6; DSA 3; PC1-8, 9; Circ 1.9, 1.20, 4.2, 5.2, 5.3, 5.4, 5.5; COS 8.1

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
Circ 5.2	73	Link New Bikeways with Other Bikeways and Parks	Trails Plan Project Review	PD PD	TC ZA/PC/TC	FY 2000-01 On-going	Circ 5.1; COS 12.2
Circ 5.3	73	Encourage Bicycle Routes along State Highways	Trails Plan On-going Coordination	PD TE	TC	FY 2000-01 On-going	Circ 1.9, 1.20, 5.1
Circ 5.4	73	Pursue Funding for Development of Trails	Pursuit of Funding Report to TC	PD/TE PD/TE	TC TC	On-going Annually	DSA 3; Circ 1.15, 5.1
Circ 5.5	74	Promote Non-Motorized Travel	Trails Plan	PD	TC	FY 2000-01	Circ 5.1
Circ 5.6	74	Establish Pedestrian/Bicycle Access Standards and Require Developer to Install Walkways and Trails in New Development	Trails Plan Development Code Project Review Specific Plans	PD PD PD PD	TC TC ZA/PC/TC TC	FY 2000-01 Completed On-going Variable	LU 1.3; Circ 1.9
Circ 6.1	74	Assist Public and Private Agencies in Integrating Railroad Freight Services	On-going Coordination Report to TC	TE TE	TC	On-going FY 2001-02	Circ 1.9, 6.3
Circ 6.2	74	Coordinate with State to Promote Efficient Goods Movement in the I80 Corridor	On-going Coordination Report to TC	TE TE	TC	On-going FY 2001-02	
Circ 6.3	74	Encourage Continued Freight Service on the UP ~~SP~~ Rail Lines	On-going Coordination Report to TC	TE TE	TC	On-going FY 2001-02	Circ 6.1
Circ 6.4	74	Support Federal/State Efforts to Levy Higher Truck Roadway User Chargers	On-going Coordination Report to TC	TE	TC	On-going FY 2001-02	

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
Circ 7.1	74	Support Continued Use of Airport	On-going Coordination Report to TC Development Code	PD/TE PD/TE PD	TC TC	On-going Annually Completed	
Circ 7.2	74	Work with Airport to Provide Adequate Ground Access to Airport	Capital Impr Plan Project Review	TE PD	TC ZA/PC/TC	Completed On-going	
Circ 7.3	74	Work with ALUC to Implement CLUP	General Plan Development Code Project Review Dwntwn Specific Plan	PD PD PD PD	TC TC ZA/PC/TC TC	N/A Completed On-going Completed	Circ 7.4; Noise 1.3; Safety 2.2
Circ 7.4	74	Regulate Development in RPZs as Identified in CLUP	Development Code	PD	TC	Completed	Circ 7.3
Circ 8.1	75	Require Land Use Patterns and Transporta-tion Systems in New Growth Areas to Encourage Alternative Transportation	Capital Impr Plan Development Code Project Review Specific Plans	PD/TE PD PD PD	TC TC ZA/PC/TC TC	Completed Completed On-going Variable	Circ 3.2
Circ 8.2	75	Require Transportation Systems in New Growth Areas to Link with and Address Impacts on Town Transportation Systems	Capital Impr Plan Development Code Project Review Specific Plans	PD/TE PD PD PD	TC TC ZA/PC/TC TC	Completed Completed On-going Variable	Circ 3.2
COS 1.1	75	Monitor Sensitive Wildlife Habitat Resources and Cooperate with DFG to Prepare Comprehensive Plan	Report to PC and TC On-going Coordination Habitat Management and Protection Plan	PD PD PD	TC TC	FY 2000-01 On-going FY 2001-02	COS 1.3, 1.4

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
COS 1.2	75	Establish Open Space Zone District along Truckee River Outside DSA	Development Code	PD	TC	Completed	LU 2.4; COS 1.6, 5.3, 8.4
COS 1.3	75	Provide for Integrity and Continuity of Wildlife Habitat, and Support Protection of Sensitive Habitat and Movement Corridors	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	PC2-2; Circ 2.3; COS 1.1, 1.4, 1.5
COS 1.4	78	Protect Sensitive Wildlife Habitat from Incompatible Land Uses	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	LU 2.2, 7.1; COS 1.1, 1.3, 1.5
COS 1.5	78	Use Incentives to Protect Open Space Lands	Development Code Fee Schedule	PD PD	TC TC	Completed FY 2001-02	LU 3.2; DSA 3; COS 1.3, 1.4, 4.1; HouPr 4.2.1
COS 1.6	78	Establish Setback from Waterways	Development Code	PD	TC	Completed	PC1- 2; COS 1.2
COS 2.1	78	Establish Standards for Buffering Residential Uses from Adjacent Forest Resources	Development Code	PD	TC	Completed	LU 4.6; COS 2.2, 2.3
COS 2.2	78	Work with USFS to Coordinate Planning on USFS Lands	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	COS 2.2, 2.4
COS 2.3	78	Work with USFS and CDF to Review Timberland Harvesting and Conversion	Project Review Coordination w/ USFS and CDF	PD PD		On-going On-going	COS 2.1, 2.2

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
COS 2.4	78	Require Protection of Native Plant Species in Undisturbed Portions of Project Site	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	PC2 4
COS 3.1	78	Restrict Uses to Compatible Uses in Mineral Resource Areas in RC/OS	Development Code	PD	TC	Completed	LU 4.6; COS 3.2, 3.3
COS 3.2	79	Adopt Mineral Resource Zoning District	Development Code	PD	TC	Completed	COS 3.1, 3.3
COS 3.3	79	Encourage Mineral Extraction in Compatible Areas Prior to Conversion to Incompatible Land Uses	Development Code	PD	TC	Completed	COS 3.1, 3.2
COS 4.1	79	Develop a Transfer of Development Rights (TDR) Ordinance	TDR Ord / Program	PD	TC	FY 2001-02	LU 3.2; COS 1.5
COS 4.2	79	Locate New Development Outside Scenic Vistas	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	COS 4.3, 4.4, 4.5, 5.3
COS 4.3	79	Designate Scenic Highway Corridors along I-80, SR 89 North, and Other Designated Roadways	Development Code	PD	TC	Completed	LU 4.4; PC2 5; COS 4.2, 5.2, 5.5
COS 4.4	79	Establish Hillside and Ridge Development Standards	Development Code	PD	TC	Completed	Circ 2.3; COS 4.2, 7.1, 7.2; Safety 1.1

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
COS 4.5	79	Apply Open Space Zoning to Protect Scenic Vistas in Clustering Areas	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	LU 7.1, 7.2; COS 4.2, 4.6; HouPr 4.2.1
COS 4.6	79	Encourage Where Appropriate Dedication of Open Space Zone Areas	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	LU 7.2; COS 1.2, 4.5, 8.4; HouPr 4.2.1
COS 4.7	79	Identify Appropriate Areas for Public Open Space and Develop Program to Acquire Those Areas	Coordination with TDRPD Report to TC Trails Plan	PD PD PD	 TC TC	On-going FY 2001-02 FY 2000-01	LU 7.2; DSA 3
COS 5.1	80	Establish Standards for Outdoor Lighting	Development Code Design Guidelines Lighting Guidelines	PD PD PD	TC TC TC	Completed Completed FY 2000-01	LU 4.6, 5.1; Circ 2.4
COS 5.2	80	Screen Structures at I-80/SR 267 Interchange	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	LU 2.1, 5.1; COS 4.3
COS 5.3	80	Establish Design Standards for Truckee River Corridor	Design Guidelines Dwntwn Specific Plan	PD PD	TC TC	Completed Completed	LU 5.1; COS 1.2, 4.2, 8.4
COS 5.4	80	Require Undergrounding of New Utilities	Development Code	PD	TC	Completed	LU 5.1; COS 5.5
COS 5.5	80	Locate Above-Ground Utility Lines Out of Scenic Vistas When Undergrounding is Impractical	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 5.1; COS 4.3, 5.4

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
COS 6.1	80	Minimize Loss of Groundwater Recharge from Paving	Development Code	PD	TC	Completed	
COS 6.2	80	Protect Surface and Groundwater from Runoff Contamination	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	COS 6.3, 7.2, 7.3, 7.4, 7.5
COS 6.3	80	Cooperate with Agencies to Identify and Eliminate Sources of Pollution to Waters	On-going Coordination Project Review	PD PD	 ZA/PC/TC	On-going On-going	LU 3.1; COS 6.2, 7.3, 7.5
COS 7.1	80	Cluster Discretionary Development from Steep Slopes	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	COS 4.4, 7.2; Safety 1.1
COS 7.2	81	Minimize Erosion and Sedimentation on Discretionary Projects	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	COS 4.4, 6.2, 7.1, 7.3, 7.4
COS 7.3	81	Work with Resource Conservation District to Identify Erosion Problems and Pursue Funding	On-going Coordination Pursuit of Funding	PD PD	 TC	On-going On-going	COS 6.2, 6.3, 7.2
COS 7.4	81	Require CUP for Substantial Grading or Timber Conversion Not Associated with Development Project	Development Code	PD	TC	Completed	COS 6.2, 7.2
COS 7.5	81	Implement Street Cleaning Methods to Minimize Dust and Sedimentation Impacts	~~Report to TC~~ Air Quality Mgmt Plan Street Sanding Guide	~~PWD~~ PD PD/PWD	~~TC~~ TC TC	~~1 1/2 years~~ Completed FY 2000-01	COS 6.2, 6.3
COS 8.1	81	Establish a Townwide Multi-Use Public Trail System	Trails Plan	PD	TC	FY 2000-01	DSA 3; Circ 5.1; COS 8.4, 8.5

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
COS 8.1	81	Prior to Trail Master Plan, Require Preservation of Trail Corridors	Project Review	PD	ZA/PC/TC	On-going	PC1 8, 9; PC2 12, 13
COS 8.2	81	Encourage Destination Resorts Incorporating Outdoor Recreation	Development Code Project Review	PD PD	TC PC/TC	Completed On-going	PC2 6, 7
COS 8.3	81	Request Local, State, and Federal Agencies to Consider Recreational and Wildlife Benefits of Local Lakes and Streams	On-going Coordination	PD		On-going	
COS 8.4	81	Improve Public Access to Truckee River	Development Code Project Review Specific Plans Trails Plan	PD PD PD PD	TC ZA/PC/TC TC TC	Completed On-going Variable FY 2000-01	COS 1.2, 4.6, 5.3, 8.1
COS 8.5	82	Cooperate with TDRPD to Improve Recreational Facilities	Coordinate with TDRPD Trails Plan	PD PD	 TC	On-going FY 2000-01	LU 3.3; COS 8.1, 9.6
COS 9.1	82	Require Evaluation of Cultural Resources Impacts	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	DSA 1; COS 9.3
COS 9.2	82	Encourage Reuse of Historic Structures	Development Code Dwntwn Specific Plan	PD PD	TC TC	Completed Completed	DSA 1; COS 9.3, 9.4, 9.5
COS 9.3	82	Protect Historic Quality of Downtown and Other Historic Structures	Dwntwn Specific Plan	PD	TC	Completed	LU 5.1; DSA 1; Circ 2.3; COS 9.1, 9.2, 9.4

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
COS 9.4	82	Request Inclusion of Sites or Districts in Federal or State Historical Register	Report to PC and TC	PD	TC	FY 2001-02	DSA 1; COS 9.2, 9.3, 9.5
COS 9.5	82	Encourage Private Sector to Preserve Archaeological and Historic Sites	On-going Public Service	PD		On-going	COS 9.2, 9.4
COS 9.6	82	Work with State, Local, and Private Agencies to Increase Public Recreation Opportunities and Access to Historic Sites	On-going Coordination Report to PC and TC	PD PD	 TC	On-going FY 2001-02	COS 8.5
COS 10.1	82	Adopt Solar Access Ordinance to Protect Solar Access in Residential Development	Development Code	PD	TC	Completed	COS 10.2; HouPo 4.1; HouPr 4.1.1
COS 10.2	82	Maximize Passive or Natural Heating Opportunities	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	PC2 3; COS 10.1; HouPo 4.1
COS 10.3	82	Encourage Curbside Recycling Programs	Development Code Report to TC	PD TE	Completed Annually		COS 10.4
COS 10.4	82	Adopt Source Reduction and Recycling Element and Coordinate with Nevada Co in Prepararation of Countywide Waste/ Hazardous Waste Management Plan	Source Reduction and Recycling Plan On-going Coordination	TE TE	TC	Completed On-going	COS 10.3
COS 11.1	83	Implement Air Quality Management Plan for PM10	Air Quality Mgmt Plan AQMP Implementation	PD PD	TC TC	Completed FY 2002-03	COS 11.3, 11.4, 11.5, 12.3

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
COS 11.2	83	Interim Mitigation of Discretionary Development Impacts on Air Quality	Project Review	PD	ZA/PC/TC	On-going	
COS 11.3	83	Enforce Ordinance 93-35 to Minimize PM10 Emissions	Air Quality Mgmt Plan	PD	TC	Completed	COS 11.1
COS 11.4	83	Establish Paving Requirements for New Roadways	Air Quality Mgmt Plan Development Code	PD PD	TC TC	Completed Completed	COS 11.1
COS 11.5	83	Expand Air Quality Monitoring Programs	Air Quality Mgmt Plan AQMP Implementation	PD PD	TC TC	Completed FY 2002-03	COS 11.1, 11.6
COS 11.6	83	Reduce Motor Vehicle Pollution by Developing Programs to Improve Traffic Flow at Peak Periods	Development Code Capital Impr Plan Specific Plans	PD TE PD/TE	TC TC TC	Completed Completed Variable	Circ 1.5, 4.5; COS 11.5, 12.1, 12.3
COS 11.7	83	Work with Energy Providers to Encourage Energy Consumption Conservation Practices	On-going Coordination	BD		On-going	
COS 11.8	83	Promote Public Transit within Town and to Destinations in Tahoe Area	Transit Plan	PWD	TC	Completed	Circ 1.9, 3.1; COS 10.3
COS 11.9	83	Provide Information on Public Transit and Ride Sharing to Major Ski Area Employees	Transit Plan	PWD	TC	Completed	Circ 3.1
COS 11.10	83	Review Industrial and Commercial Projects for Odor Impacts	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
COS 12.1	84	Reduce Automobile Dependency by Permitting Mixed Land Use Patterns	General Plan Development Code	PD PD	TC TC	N/A Completed	LU 4.1; COS 11.6
COS 12.2	84	Determine Need to Connect Pedestrian/ Bike Paths	Trails Plan Development Code Project Review Specific Plans	PD PD PD PD	TC TC ZA/PC/TC TC	FY 2000-01 Completed On-going Variable	LU 4.4, 5.2
COS 12.3	84	Require Assessment and Mitigation of Air Quality Impacts for Significant Development	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	COS 11.1, 11.6
Safety 1.1	85	Require Residential Development to Avoid Natural Hazard Areas	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 7.1; COS 4.4, 7.1; Safety 1.2, 1.4, 2.2, 2.3
Safety 1.2	85	Require Discretionary Development to Locate Outside Avalanche Hazard Areas	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	Safety 1.1, 1.3, 1.4
Safety 1.3	85	Update Avalanche Zoning Studies	Development Code	PD	TC	Completed	Safety 1.2, 1.4
Safety 1.4	85	Identify Avalanche Hazard Areas and Enforce Special Construction Standards	Development Code	PD	TC	Completed	Safety 1.1, 1.3
Safety 2.1	85	Develop Emergency Response Plan in Coordination with Other Emergency Response Agencies	Emergency Response Plan	Police Chief	TC	FY 2001-02	

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
Safety 2.2	86	Maintain Consistency of Land Use and Development Patterns with CLUP	Development Code Project Review Dwntwn Specific Plan	PD PD PD	TC ZA/PC/TC TC	Completed On-going Completed	Circ 7.3, 7.4; Safety 1.1
Safety 2.3	86	Limit Development in Flood Hazard Areas and Floodplains	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	Safety 1.1, 2.4
Safety 2.4	86	Continue Participation in National Flood Insurance Program	Town Council Resolution of Participation Development Code	PD PD	TC TC	Completed Completed	Safety 2.3
Safety 2.5	86	Establish Design Standard for Storm Drainage Facilities	Improvement Stndrds	TE	TC	FY 2000-01	Safety 2.6
Safety 2.6	86	Prevent Increases in Downstream Flooding Potential	Development Code Project Review Specific Plans	PD PD/TE PD/TE	TC ZA/PC/TC TC	Completed On-going Variable	Safety 2.5
Safety 2.7	86	Require Emergency Water Flow, Vehicle Access, and Evacuation Route for New Development	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	LU 3.3; Safety 2.8, 2.9
Safety 2.8	86	Cooperate with Fire District to Implement Fire Safety Ordinances for Defensible Space	On-going Coordination Report to TC	PD PD	TC	On-going FY 2000-01	Safety 2.7, 2.9
Safety 2.9	86	Reduce Fire Hazard through Cooperative Fuel Management Activities	On-going Coordination Report to TC	PD PD	TC	On-going FY 2000-01	Safety 2.7, 2.8, 2.10

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
Safety 2.10	86	Cooperate with Fire District, CDF, and USFS in Fire Prevention Education Programs	On-going Coordination Report to TC	PD PD	TC	On-going FY 2000-01	Safety 2.9
Safety 2.11	86	Coordinate with Nevada County in Review of Projects for Hazardous Waste	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	
Noise 1.1	90	Require Compliance with Noise/Land Use Compatibility Standards and California Noise Insulation Standards	Development Code	PD	TC	Completed	Noise 1.2, 1.3, 1.4, 2.1, 2.2, 3.1, 3.2, 3.3, 3.6
Noise 1.2	91	Allow Land Uses in Normally Unacceptable Categories Only When in Greater Interest	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	Noise 1.1
Noise 1.3	91	Require Residential Development in Airport 55 CNEL to Evaluate and Mitigate Aircraft Noise	Development Code	PD	TC	Completed	Circ 7.3; Noise 1.1, 3.3, 3.5
Noise 1.4	91	Establish Truck Routes Outside Residential Areas	Town Council Ordinance	TE	TC	FY 2001-02	Noise 3.4
Noise 2.1	91	Adopt Noise Ordinance to Limit Permitted Noise Levels	Development Code	PD	TC	Completed	Noise 1.1, 1.3, 2.2, 3.1, 3.2, 3.3, 3.5, 3.6
Noise 2.2	91	Regulate Noise from Non-Emergency Construction Activities	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	Noise 2.1, 3.1, 3.2, 3.3

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Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
Noise 3.1	91	Mitigate Significant Noise Impacts of Discretionary Projects	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	LU 4.6; Noise 2.1, 2.2, 3.2, 3.3, 3.5
Noise 3.2	91	Require Noise Analysis with Mitigation for Projects Impacting Noise Sensitive Land Uses	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 4.6; Noise 2.1, 2.2, 3.1, 3.5, 3.6
Noise 3.3	91	Require Acoustical Studies with Mitigation for Noise-Sensitive Projects within Noise Impacted Areas	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 4.6; Noise 1.3, 2.1, 2.2, 3.1, 3.5, 3.6
Noise 3.4	92	Utilize Ultimate Roadway Capacity at LOS D and Posted Speed Limit in Modeling Noise Impacts	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	Noise 1.4
Noise 3.5	92	Require Site Design Techniques, Setbacks, and Architectural Layouts to Meet Noise Reduction Requirements	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 4.6; Noise 1.3, 2.1, 3.1, 3.2, 3.3
Noise 3.6	92	Prohibit Projects Which Do Not Comply with Noise/Land Use Compatibility Standards	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	Noise 1.1, 2.1, 3.2, 3.3
HouPo 1.1	150	Provide Residential Sites to Meet Needs of Existing and Future Residents	General Plan Development Code	PD PD	TC TC	N/A Completed	LU 1.1; HouPo 1.2, 1.3
HouPr 1.1.1	150	Conduct Annual Inventory of Available Sites and Take Appropriate Action	Report to PC and TC	PD	TC	Annually	LU 1.1

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
HouPo 1.2	150	Provide Sufficient Amount of Higher Density Residential Land, Distributed Throughout Town	General Plan Development Code	PD PD	TC TC	N/A Completed	LU 2.3; HouPo 1.1
HouPr 1.2.1	150	Require Development of Assisted Units on Scattered Sites	Development Code	PD	TC	Completed	HouPr 1.3.1
HouPr 1.2.2	150	Provide Density Bonus or Other Similar Incentives for Affordable Housing Projects	Development Code Project Review	PD PD	TC TC	Completed On-going	
HouPr 1.2.3	150	Allow Secondary Units in Single-Family Residential Areas	Development Code	PD	TC	Completed	LU 3.3; HouPr 1.3.1
HouPr 1.2.4	150	Achieve Consistency with General Plan	Development Code	PD	TC	Completed	LU 2.3
HouPo 1.3	152	Ensure Variety of Safe, Decent, and Sound Housing	Development Code	PD	TC	Completed	HouPo 1.1
HouPr 1.3.1	152	Permit Various Types of Housing in Residential Areas	Development Code	PD	TC	Completed	HouPr 1.2.1, 1.2.3, 1.3.2
HouPr 1.3.2	152	Allow Manufactured Housing in Residential Subdivision Areas	Development Code	PD	TC	Completed	HouPr 1.3.1
HouPr 1.3.3	152	Allow Emergency Shelter Housing in COM and RH Areas	Development Code	PD	TC	Completed	
HouPr 1.3.4	152	Identify Zoning Districts Where Transitional Housing may be Located	Development Code	PD	TC	Completed	

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
HouPr 1.3.5	152	Allow RVs as Temporary Residential Use During Single Family Residential Construction	Development Code	PD	TC	Completed	
HouPo 2.1	152	Pursue All Resources for Rehabilitation and Conservation of Existing Housing	Coordinate with Nev Co Housing Auth or Other Entities Report to TC	PD PD	 TC	On-going Annually	HouPr 3.1.10
HouPr 2.1.1	152	Identify Substandard Housing	Report to TC	PD	TC	FY 2000-01	HouPr 2.1.2, 2.2.2
HouPr 2.1.1	152	Assist Property Owners in Applying for Rehabilitation Assistance	Coordinate with Nev Co Housing Auth	PD		On-going	
HouPr 2.1.2	152	Inventory Housing at Risk of Conversion and Work with Non-Profit Agencies to Ensure Continued Affordability	Report to TC	PD	TC	FY 2000-01	HouPr 2.1.1
HouPr 2.1.3	152	Annually Pursue Grant Funds for Housing Assistance and Rehabilitation of Existing Housing Stock	Coordinate with Nev Co Housing Auth or other Entities in the Preparation and Sub-mittal of Grant Applications	PD		On-going	HouPr 5.1.6
HouPo 2.2	152	Maintain Code Enforcement Program	Development Code	PD	TC	Completed	
HouPr 2.2.1	152	Enforce Building Code	Permit Issuance	BD		On-going	

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
HouPr 2.2.2	152	Remove Unsafe, Substandard Housing Which Cannot Be Economically Repaired	Report to TC	PD	TC	FY 2000-01	HouPr 2.1.1
HouPo 3.1	153	Revise Standards and Application Process to Eliminate Avoidable Constraints to Affordable Housing	Development Code	PD	TC	Completed	
HouPr 3.1.1	153	Process Minor Zoning Approvals through Zoning Administrator	Development Code	PD	TC	Completed	
HouPr 3.1.2	153	Four or less Multi-Family Units Constitute Ministerial Project	Development Code	PD	TC	Completed	
HouPr 3.1.3	153	Establish Standard Plans for Affordable Housing Units	Town Council Resolution	PD/BD	TC	FY 2000-01	
HouPr 3.1.4	153	Update Local Codes to be Consistent with State Code	Development Code	PD	TC	Completed	
HouPr 3.1.5	153	Streamline and Improve the Development Review Process	Development Code	PD	TC	Completed	
HouPr 3.1.6	153	Give Priority to Application Processing and Inspections of Low- and Very Low-Income Housing Projects	Development Code Project Review	PD PD/BD	TC	Completed On-going	
HouPr 3.1.7	153	When Feasible, Assume the Cost of Town Development Fees for Low- and Very Low-Income Housing Projects as Alternative to Density Bonus	Development Code Road Impact Fees	PD TE	TC TC	Completed Completed	LU 3.6

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
HouPr 3.1.8	153	Reduce Parking Space Requirements for Affordable Senior Housing Projects	Development Code	PD	TC	Completed	Circ 1.17
HouPr 3.1.9	153	Allow Shared Parking in Commercial and Residential Mixed Use Projects	Development Code	PD	TC	Completed	LU 4.1, Circ 1.17
HouPr 3.1.10	153	Remove Avoidable Constraints to Housing Rehabilitation	Development Code	PD	TC	Completed	HouPo 2.1
HouPo 4.1	154	Encourage Energy-efficient Residential Design	Development Code Project Review	PD	TC	Completed	COS 10.1, 10.2
HouPr 4.1.1	154	Adopt Solar Access Ordinance to Ensure Solar Access	Development Code	PD	TC	Completed	COS 10.1
HouPo 4.2	154	Encourage Cluster Residential Development to Reduce Development Costs and Enhance Environmental Resources and Open Space	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	LU 3.3, 7.1
HouPr 4.2.1	154	Adopt Standards for Residential Clustering and Mechanisms for Open Space	Development Code Report to TC	PD PD	TC TC	Completed FY 2001-02	LU 7.1, 7.2; COS 1.5, 4.5, 4.6
HouPr 4.2.2	154	Coordinate with Service Providers to Ensure Services and Facilities Will Be Available	Development Code Project Review	PD PD	TC ZA/PC/TC	Completed On-going	LU 3.1, 3.3

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
HouPo 5.1	154	Annually Pursue Private, Local, State, and Federal Assistance to Support Affordable Housing	Pursuit of Funding	PD	TC	On-going	
HouPr 5.1.1	154	Encourage Banks to Meet Obligations Under Community Reinvestment Act	On-going Coordination Report to TC	PD PD	TC TC	On-going FY 2000-01	
HouPr 5.1.2	154	Support Non-Profit Entities in Their Affordable Housing Efforts	On-going Coordination Report to TC	PD PD	TC TC	On-going FY 2000-01	
HouPr 5.1.3	154	Develop a Coordinated and Cooperative Approach with Seasonal Worker Employers and Public Agencies to Identify Housing Needs and Implement Programs for Seasonal Workers	Coordination with Nev Co Housing Auth Report to TC	PD PD	 TC	On-going FY 2000-01	
HouPr 5.1.4	154	Commercial Projects > 100 jobs to Address Impact on Affordable Housing	Development Code Project Review Specific Plans	PD PD PD	TC ZA/PC/TC TC	Completed On-going Variable	PC1; PC2; PC3
HouPr 5.1.5	155	Continue Cooperation with Nevada County Housing Authority on Section 8 Housing	Coordination with Nev Co Housing Auth Report to TC	PD PD	TC	On-going FY 2000-01	

Table 1.2
GENERAL PLAN POLICY IMPLEMENTATION MATRIX
As of September 2000

Program/ Policy	Page	Description	Implemented By	Responsible Dept	Decision-Maker	Timing Target	Related Policies
HouPr 5.1.6	155	Annual Pursue Grant Funds for Construction of Affordable Housing	Coordination with Nev Co Housing Auth and Other Entities in the Preparation and Sub-mittal of Grant Applications	PD		On-going	HouPr 2.1.3
HouPo 6.1	155	Support Enforcement of Anti-Discrimina-tion Laws and Regulations for Lending Practices and Housing Rental	Coordination with Nev Co Housing Auth Report to TC	PD PD	 TC	On-going FY 2000-01	
HouPr 6.1.1	155	Ensure Development Code Does Not Contain Provisions Which May Discriminate	Development Code	PD	TC	Completed	
HouPr 6.1.2	155	Appoint Nev Co Housing Authority to Operate Fair Housing Information Program	Agreement with Nev Co Housing Auth	PD	TC	FY 2000-01	

(1) The related policies section is provided for information purposes only. All actions in the Planned Communities, Donner Lake Community Area, and Downtown Study Area must be consistent with all applicable General Plan policies and programs.

Abbreviations for Implementation Matrix

Air Quality Mgmt Plan	Air Quality Management Plan
ALUC	Airport Land Use Commission
BD	Building and Safety Division/Community Development Department
CLUP	Comprehensive Land Use Plan, Tahoe Truckee Airport
CalTrans	California Department of Transportation
Capital Impr Plan	Capital Improvements Plan
CDF	California Department of Forestry and Fire Safety
DFA	California Department of Food and Agriculture
DFG	California Department of Fish and Game
LAFCo	Nevada County Local Agency Formation Commission
Nev Co Housing Auth	Nevada County Housing Authority
NSAQMD	**Northern Sierra Air Quality Management District**
PC	Planning Commission
PD	Planning Division/Community Development Department
PWD	Public Works Department
SP	Southern Pacific Railroad
TDRPD	Truckee Donner Recreation and Park District
TE	Town Engineer
TC	Town Council
USFS	United States Forest Service
ZA	Zoning Administrator

Table 1.3
GENERAL PLAN WORK PROGRAM
As of September 2000

	Description of Implementation	Responsible Department	Timing Target
1	Air Quality Management Plan for PM10	Planning Division	Completed
2	Air Quality Management Plan – Control Strategies Implementation	Planning Division	FY 2002-03
3	Annual Inventory of Residential Sites	Planning Division	Annual
4	Annual Pursuit of Grant Funding for Housing Assistance and Rehabilitation of Existing Housing Stock	Planning Division	Annual
5	Annual Pursuit of Grant Funding for Assistance to Support Affordable Housing	Planning Division	Annual
6	Annual Review of Development	Planning Division	Annual
7	Capital Improvements Plan	Planning Division / Town Engineer	Completed
8	Comprehensive Sign Ordinance	Planning Division	Completed
9	Cooperative Agreements / Joint Powers Agreements with Nevada County and Placer County	Planning Division / Town Engineer	FY 2001-02
10	Development Code	Planning Division	Completed
11	Design Guidelines	Planning Division	Completed
12	Downtown Study Area Specific Plan	Planning Division	Completed
13	Emergency Response Plan	Police Chief	FY 2001-02
14	Fee Schedule for incentive projects	Planning Division	FY 2001-02
15	Funding Program for Long-Term Maintenance of Roads	Town Engineer	Completed
16	Habitat Management and Protection Plan	Planning Division	FY 2001-02

Table 1.3
GENERAL PLAN WORK PROGRAM
As of September 2000

	Description of Implementation	Responsible Department	Timing Target
17	Improvement Standards	Town Engineer	Completed
18	Inventory of Substandard Housing and Housing at Risk of Conversion	Planning Division / Building Division	FY 2000-01
19	List of Regionally Significant Streets and Roads	Town Engineer	FY 2000-01
20	Lighting Guidelines	Planning Division	FY 2000-01
21	Regional Transportation Plan	Town Engineer	On-going
22	Road Impact Fees	Town Engineer	Completed
23	Source Reduction and Recycling Policy / Ordinance	Town Engineer	Completed
24	Special District Policy on Transfer of Infrastructure Rights	Planning Division	FY 2001-02
25	Sphere of Influence Report	Planning Division	FY 2000-01
26	Standard Plans for Affordable Housing Units	Planning Division / Building Division	FY 2000-01
27	Street Sanding Guidelines	Planning Division/ Public Works Department	FY 2000-01
28	Town Council Ordinance on Truck Routes Outside Residential Areas	Town Engineer	FY 2001-02
29	Town Council Report on Appropriate Areas for Public Open Space and Program and Mechanisms to Acquire and Maintain Areas	Planning Division	FY 2001-02
30	Town Council Report on Continued Use of Airport and Coordination with Airport District	Planning Division / Town Engineer	Annually

Table 1.3
GENERAL PLAN WORK PROGRAM
As of September 2000

	Description of Implementation	Responsible Department	Timing Target
31	Town Council Report on Coordination of Transportation Planning with CalTrans, Nevada County Transportation Commission, and Adjacent Jurisdictions	Town Engineer	FY 2001-02
32	Town Council Report on Coordination with State, Local, and Private Agencies to Increase Public Recreation Opportunities and Access to Historic Sites	Planning Division	FY 2001-02
33	Town Council Report on Encouraging Major Traffic Generators to Implement Trip Reduction Measures	Town Engineer	FY 2001-02
34	Town Council Report on Encouraging Use of Passenger Rail	Public Work Department	FY 2001-02
35	Town Council Report on Federal, State, and Local Funding of Street / Highway Improvements	Town Engineer	Annually
36	Town Council Report on Housing Needs and Program for Seasonal Workers	Planning Division	FY 2000-01
37	Town Council Report on Inclusion of Sites in Historical Registers	Planning Division	FY 2001-02
38	Town Council Report on Integrating Railroad Freight Services, Promoting Efficient Goods Movement on I80, and Encouraging Continued Freight Service on SP	Town Engineer	FY 2001-02
39	Town Council Report on Pursuit of Funding for Trails	Planning Division	Annually
40	Town Council Report on Pursuit of Funding for Transit Service Costs	Public Works Department	Annually
41	Town Council Report on Removing Unsafe, Substandard Housing	Planning Division / Building Division	FY 2000-01
42	Town Council Report on Sensitive Wildlife Habitat Resources	Planning Division	FY 2001-02
43	Town Council Report on Support to Levy Higher Truck Roadway User Charges	Town Engineer	FY 2001-02
44	Town Council Report on the Undergrounding of Utilities	Town Engineer	Annually
45	Trails Plan	Planning Division	FY 2000-01

Table 1.3
GENERAL PLAN WORK PROGRAM
As of September 2000

	Description of Implementation	Responsible Department	Timing Target
46	Transfer of Development Rights Ordinance	Planning Division	FY 2001-02
47	Transit Plan	Public Works Department	Completed

INTRODUCTION

The Land Use Element sets forth specific goals and policies to guide the intensity, location, and distribution of land uses. The General Plan Land Use Map, which is also a part of this element, graphically represents the Town's land use goals and objectives.

As required by California Government Code Section 65302(a) and Public Resources Code Section 2762(a), the Land Use Element of the General Plan addresses the following issues:

- Distribution, location and extent of the uses of land for housing, business, industry, open space, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities and other categories of public and private uses of land.
- Standards of population density and building intensity for the land use designations.

GUIDING PRINCIPLES

The following principles were developed to guide preparation of the General Plan. Some of these guiding principles are implemented by the policies of the Land Use Element, and some of them are implemented by the Land Use Diagram.

Provide for accommodation of projected growth within the planning period (1994 to 2014). Provide a surplus of land available for development beyond the 20-year projections to account for unbuildable residential lots and to ensure competition and flexibility in Commercial and Industrial land uses.

Locate significant new development around existing developed areas.

Designate an adequate amount of land in the Commercial Designation to accommodate projected demand.

New freeway oriented commercial development shall be located at the existing developed interchanges at Donner Pass Road/Cold Stream Road interchange and the State Route 89 South interchange. Development on the north side of the Interstate 80/State Route 89 North interchange shall not be freeway oriented and shall be substantially screened from Interstate 80. Development on the south side of this interchange will be addressed through the Downtown Specific Plan process.

Future subdivision of estate type parcels (2.5-10 acre parcel sizes) is discouraged within the Town boundaries outside of existing rural subdivisions.

In order to provide opportunities for infill development and help fund the need for a secondary access road out of Tahoe Donner, increase densities on 700 acres east of Tahoe Donner.

Designate the Joerger property near the airport for a mix of Commercial and Industrial uses. Significant development in this area should not take place until the State Route 267 Bypass or other major transportation improvements are in place.

Include policies in the General Plan which prevent "commercial sprawl".

Design standards should be developed for freeway-oriented commercial development.

Develop design criteria for commercial projects that prohibit mass parking areas and large single building forms.

Allow a mix of uses in Commercial areas. The mix can include office, residential, service, and/or retail uses.

LAND USE DESIGNATIONS

The following categories of land uses are shown on the Land Use Diagram [Plate 1]. Development of the land use categories responded in part to the Guiding Principles listed above. For each designation, the uses allowed and the standards of density and intensity are specified. Other policies relating to these land use designations are found in the policy section of the Land Use Element and throughout the General Plan.

The abbreviation used on the Land Use Diagram is shown in this section following the name of the designation. Densities and intensities in all cases are based on gross acres.

Distribution of land uses is shown on the Land Use Diagram [Plate 1]. The amounts of land in each type of land use are shown in Table 2.1.

TABLE 2.1
LAND USE DESIGNATIONS

Type	Acres	Percent
Open Space	3,165	16%
Public	3,257	17%
Industrial	154	1%
Commercial	295	1.5%
Residential	7,226	37%
Planned Community	4,858	25%
Downtown Study Area	481	2%
Special Study Area	84	0.5%
TOTAL	19,520	100%

Densities and intensities reflect an average for the entire Town. For example, where a Residential land use category has a density of 1 unit per acre, individual projects or zoning on individual parcels may be at a higher or lower density, while all land uses within that category Town-wide will average 1 unit per acre. For in-tensity, for example, where the intensity is an average of 0.20 Floor Area Ratio (FAR), an individual project may have a higher or lower FAR (for instance a two story building Downtown with a FAR of 2), while the average Town-wide would be 0.20.

Zoning will be applied to implement the General Plan Land Use designations and to identify appropriate densities and intensities in specific areas. Higher densities and intensities will be allowed on lands with fewer environmental constraints; available

services such as sewer, public water, and public roads; and lands closer to or in existing developed areas, such as infill properties. Lower densities and intensities will be designated on lands which have environmental constraints such as steep slopes and wet-lands; lands which are served by wells and septic systems; and lands which are further from the existing developed core of Town.

In addition to the land use designations, the General Plan identifies two areas which will require more detailed study to determine the appropriate land uses. One of these is the Downtown Study Area, for which specific policies are found in this Element. The other Special Study Area is located at the southeast corner of the intersection of State Route 89 South and Interstate 80. Density and intensity assumptions for this Special Study Area are contained in this element.

OPEN SPACE

Resource Conservation/Open Space [RC/OS]

This land use designation is applied to lands containing significant natural resources such as forest land, rangeland, mineral resources, and open space uses such as bikeways, trails, and access to the Truckee River and other public areas; and to lands with environmentally sensitive features such as important wildlife habitat, wildlife movement corridors, and significant vistas. [Plate 2] depicts Mineral Resources.

Land Uses Allowed: Land uses allowed under this designation are open space uses such as forestry, ranching, mining, wild-life management, open space uses such as bikeways, trails, and access to the Truckee River and other public areas, and single family residential development, where appropriate.

Density and Intensity: One housing unit is allowed on an existing or future legal lot. Parcel splits may create parcels no smaller than 80 acres.

Zone districts to implement this category should recognize the need to place sensitive lands in more restrictive open space zoning, accommodate mining in mineral resource areas, and to protect forestry and open space recreation uses.

Open Space Recreation [OSR]

This land use designation is applied to areas where developed recreational uses would be compatible with the natural re-sources in the area. This designation is in-tended to minimize suburban and rural residential sprawl, and to protect significant vistas, wildlife movement corridors, open space, and accommodate recreational land such as golf courses. Lands designated OSR serve as a buffer between the more intensive development on PC-2 and the RC/OS uses in the eastern portion of Town. This designation differs from the RC/OS designation in that it allows for more intensive recreational/residential development where appropriate.

Land Uses Allowed: Land uses allowed under this designation are recreational uses that are compatible with the natural surroundings, such as skiing, camping, golfing, horseback riding, and clustered residential or lodging uses.

Density and Intensity: Residential uses will be allowed at an average density of one housing unit per ten acres. Residential uses will be required to be clustered in small defined areas to preserve open space.

Zone districts to implement this category should accommodate recreational development with necessary support services, and protect open space values.

Residential and recreational development such as campgrounds, resort ranches, etc. will be allowed with a requirement that approval of any such project preserve 90% of the land area on the subject parcels in Open Space.

Definition of Open Space
This document refers to the term "open space", which has the following definition for the purposes of this General Plan: open space is land that may be under public or private ownership, is essentially unimproved and is devoted to any of the uses defined in the Conservation and Open Space Element. Open space may be preserved or protected through the use of easements, dedication, purchase and/or donation to a land trust or public agency, and transfer of development rights.

PUBLIC AND QUASI-PUBLIC LAND USES

Public [PUB]
This land use designation was applied to areas under public ownership by local and regional government agencies.

Land Uses Allowed: Land uses allowed in this designation are public parks and public facilities, including recreational facilities, government offices and schools, and mining where appropriate and compatible with adjacent and affected public uses.

Density and Intensity: It was assumed that land uses in this designation would have average intensities of 0.20 Floor Area Ratio (FAR) and 1-21 employees per acre. The range reflects the range of uses in this designation, from public parks with no structures to government offices.

Zoning districts to implement this category should accommodate the full range of uses associated with the Public designation, and recognize the desirability of accommodating mixed uses in appropriate areas.

Public, Hospital/Office [PUB (H/O)]
This land use designation was applied to land occupied by the Tahoe Forest Hospital, associated private offices, and public offices in the same area, as well as existing residential uses within the immediate vicinity of the facilities.

Land Uses Allowed: Land uses allowed in this designation are hospital facilities and associated and related public and private offices, along with some residential uses.
Density and Intensity: It was assumed that land uses in this designation would have an average intensity of 0.20 Floor Area Ratio (FAR) and 21 employees per acre.

Zone districts to implement this category should accommodate mixed residential / office uses in appropriate areas, and accommodate intensification of hospital-related uses in proximity to the hospital.

National Forest [NF]
This designation was applied to lands under the jurisdiction of the National Forest Service. A second designation was also applied in these areas to express the Town's intent for land uses on those lands should they enter private ownership.

Land Uses Allowed: Land uses allowed in this designation are those of the underlying land use designation should the parcels be transferred into private ownership.

Zoning districts to implement this category should recognize the public uses until such time as the land ownership changes.

Density and Intensity: See the standards for the underlying designation.

INDUSTRIAL LAND USES

Industrial [IND]
This land use designation was applied to some areas of existing industrial uses and to areas determined appropriate for new industrial development, based on their proximity to existing industrial development and major transportation facilities, and their distance from potential land use conflicts. Additional lands have been designated Industrial in order to provide appropriate places for industrial uses now located near Downtown along the Truckee River to relocate, and to accommodate projected industrial growth.

Land Uses Allowed: Land uses allowed in this designation are all industrial uses, including manufacturing, processing, distributions, and storage.

Density and Intensity: Average Floor Area Ratio (FAR) of 0.20; 8-11 average employees per acre.

Zone districts to implement this category shall accommodate mixed commercial / industrial uses, light industrial parks, heavy industrial uses, and require preparation of master plans to coordinate large scale industrial development.

COMMERCIAL LAND USES

Commercial [C]
This land use designation was applied to existing and planned areas of commercial uses. The Commercial designation was applied based on location of existing commercial uses and the suitability for new commercial uses in areas close to the Town core.

Land Uses Allowed: This land use designation allows the full range of commercial uses, including retail, offices, hotel/motel/inn uses, services, and mixed use commercial/residential uses.

Density and Intensity: Average Floor Area Ratio (FAR) of 0.20; 14-21 average employees per acre. Average residential density of 1.5 units per acre.

Zone districts for this category should accommodate a range of uses and identify appropriate locations for mixed uses, office

Planned Residential Development 1 - This designation involves 702 acres located in the Negro Canyon area. The land use designation allows for a maximum of 38 clustered residential units. Design issues include avoidance of steep slopes, wildlife movement corridors, and protection of scenic vistas.

Planned Residential Development 2 - This designation involves 850 acres located adjacent to the east boundary of the Glenshire subdivision. This land use designation allows for a maximum of 275 clustered residential units and approximately 10 acres of neighborhood commercial uses. Design issues include establishing an appropriate relationship with the adjacent residential areas, wildlife movement corridors, and ridge line protections.

Planned Residential Development 3 - This designation involves 868 acres located south of the Glenshire area in the Martis Valley. This land use designation allows for a maximum of 189 clustered residential units. Design issues include wildlife movement corridors, avoidance of steep slopes and other environmentally sensitive areas, and protection of important scenic vistas. Density from that portion of the site within Placer County may be transferred to that portion within the Town Planning Area.

DOWNTOWN STUDY AREA [DSA]

The Downtown Area is a 481 acre area which will require special study and planning. A Specific Plan will be prepared for the Downtown Area following adoption of the General Plan. Policies specifically related to the Downtown Study Area are found in this element.

Land Uses Allowed: This designation allows commercial, industrial and residential uses and mixed use commercial and residential uses.

Density and Intensity: It was assumed that buildout of the Downtown Study Area would result in 820 housing units and 826,000 square feet of non-residential uses, which include commercial, office, lodging, recreational, and industrial, as shown in Table 2.2.

TABLE 2.2
DOWNTOWN STUDY AREA
DEVELOPMENT ASSUMPTIONS

Land Use	Existing (1995)	Additional New Development Accommodated	Buildout Existing plus Additional New Development
Non-Residential Development (1000 sf)	325	500	826
Hotel (1000 sf)	6	225	231
Residential Units	320	500	820

Donner Lake Community Area

The Donner Lake Community Area has been designated as a special community area to address the unique mix and character of land uses. Land within the community area boundaries will be more closely evaluated during preparation of the Development Code to determine the appropriate mix of zoning districts for the area.

Land Uses Allowed: This designation allows residential, commercial, and mixed residential/commercial uses. Residential land use designations within the Donner Lake Community Area are shown on the Land Use Diagram. Within the Donner Lake Community Area, commercial and mixed commercial/residential uses may be allowed in Residential designations through site specific planning and zoning. Appropriate commercial uses include neighborhood and resort commercial uses, restaurants, sports stores, hotels, motels, and inns located in or close to existing commercial areas.

Density and Intensity: As shown on the Land Use Diagram, residential densities within this designation range from 0.5 to 4 housing units per acre.

Zone districts to implement this category should accommodate a range of densities based on environmental constraints, existing development patterns, the need to accommodate duplexes and multi-family housing and mixed commercial uses in appropriate locations, and the potential for new clustered subdivisions on larger undeveloped lots.

PLANNED COMMUNITY

Tahoe Donner PC, [PC-1],[PC-2],[PC-3]
The Planned Community designation was applied to the existing Tahoe Donner Planned Community and to three other development areas: the Teichert Cold Stream site [PC-1], the Hopkins Trust site [PC-2], and the Joerger Site [PC-3].

The Tahoe-Donner Planned Community designation recognizes the existing approved Tahoe-Donner community. Major changes to the approved land uses, as reflected in the existing zoning for Tahoe Donner, will require a Master Plan.

Planned Community 1 consists of a highly constrained site at a strategic location. A Specific Plan for the entire site will be required, and all development on the site shall be consistent with the Specific Plan. Full buildout of the land uses for PC-1 summarized in the table below would result in the need for four lanes on Donner Pass Road. The Town has made a policy decision, expressed in Circulation Policy 1.7, that Donner Pass Road shall remain at two travel lanes with a center turn lane. For this reason, the Specific Plan for PC-1 will be required to provide a mix of land uses generating an amount of traffic that, in addition to buildout of the General Plan, would not result in the need for four lanes on Donner Pass Road or result in conditions on Donner Pass Road worse than LOS D. Policies addressing this issue are found in the Circulation Element.

Planned Community 2 consists of approximately 800 undeveloped acres located on either side of State Route 89 North. The Specific Plan for this site shall accommodate a mix of residential, recreational, commercial, and public land uses.

Planned Community 3 consists of an area recognized for future commercial and industrial land uses. Development of this area has been linked to completion of the State Route 267 bypass.

Specific Plans for these Planned Communities will be required pursuant to California Government Code Section 65450 - 65457, and all development on these sites shall be consistent with the Specific Plans. Policies specifically related to all four areas and to this designation are found in this element.

Land Uses Allowed: Land uses allowed are described below:

Tahoe Donner PC: This designation allows buildout of the land uses in place prior to the Town's incorporation.

PC-1: This designation allows hotel/motel uses with employee housing and commercial uses.

PC-2: This designation allows mixed use commercial, residential, and recreational uses.

PC-3: This designation allows commercial and industrial uses.

Density and Intensity: Densities and intensities are as described below:

Tahoe Donner PC: It was assumed that buildout of the Tahoe Donner Planned Community would result in a total of 7,000 housing units and 70,000 square feet of non-residential uses (mostly recreational facilities) in the Community.

TABLE 2.3
PLANNED COMMUNITY 1 LAND USES

Type	Acres	SF/DUs (maximum)
Mixed Use development including hotel and commercial/ office uses	50*	150,000 sf hotel/ commercial/ office
Industrial Uses	50*	Industrial up to an average of .20 FAR total
Affordable Housing	50*	50 units
Open Space	112	N/A

** A total of 50 acres is allotted for mixed use, industrial use and affordable housing development.*

PC-1: The following assumptions shown in Table 2.3 were used for Planned Community 1 in calculating General Plan buildout. The amount of acreage to be designated for various uses is a guideline to be used in Specific Plan Development. The amount of development allowed (housing units and square feet of non-residential development) is a maximum.

PC-2: The following assumptions shown in Table 2.4 were used for Planned Community 2 in calculating General Plan buildout. The amount of acreage to be designated for various uses is a guideline. The amount of development allowed (housing units and square feet of non-residential development) is a maximum.

PC-3: Commercial and industrial development intensity shall not exceed an average FAR of .20.

TABLE 2.4
PLANNED COMMUNITY 2 LAND USES

Type	Acres (guideline)	1,000 sf (maximum) or units
Regional/Local Commercial and Office Uses	50	175
Clustered Residential Uses at a density of 4 units/acre. An additional 100 units of affordable housing is required.	125	600 units
Recreational Commercial Uses, including uses such as a golf course, recreation center, hotel, and stables.	300	300 rooms of lodging, conference center and associated uses.
Wildlife Habitat/Passive Open Space/ Trails	290	N/A
Public Services: Schools/Library/ Fire Station	50	N/A

SPECIAL STUDY AREA [SSA]
This designation was applied to an 83-acre area located at the southeast corner of the intersection of Interstate 80 and State Route 89 South.

Land Uses Allowed: While more study of this area will be necessary before it can be developed, allowed land uses may include residential/open space and commercial / institutional uses.

Density and Intensity: For general planning purposes, it was assumed that this area could accommodate a maximum of 50 housing units and 87,000 square feet of commercial / institutional uses.

GENERAL PLAN BUILDOUT

If all of the land in the Town that is designated on the Land Use Diagram for the land uses described above were to be developed at the average densities and intensities described above, that amount of development would be the "General Plan Buildout". Table 2.5 summarizes General Plan buildout.

Buildout of this General Plan is not linked to a specific time frame. As discussed above, the Town of Truckee will prepare future General Plan updates to plan for future growth beyond 2014.

Table A.1 in Appendix A shows buildout by each of the different density categories within the land use designations.

POLICIES

Land Use Goal 1
Provide an adequate amount of land designated for residential, commercial, and industrial uses to meet demand within the life of the Plan.

As described in the Introduction to the General Plan and in the Introduction to the Land Use Element, the Land Use Diagram was developed to meet this goal by accommodating growth projections for the year 2015. The following policies will ensure that the above goal is implemented as new development occurs.

Land Use Policy 1.1
Once a year the Planning Department shall report to the Planning Commission and Town Council on the amount of remaining undeveloped land designated by the General Plan for residential, commercial, and industrial uses. This report shall include an analysis of the effectiveness of General Plan policies and recommend any necessary General Plan modifications.

Land Use Goal 2
Create efficient land use patterns which reduce environmental impacts and minimize the potential for residential and commercial sprawl.

Land Use Policy 2.1
In order to prevent new linear commercial sprawl along major transportation corridors, new freeway-oriented commercial development shall be located at the existing developed interchanges at the Donner Pass Road/Cold Stream Road interchange and the State Route 89 South interchange. New freeway oriented development may be appropriate within the Downtown Study Area. Appropriate locations for such development will be determined through the Downtown Specific Plan process.

Freeway oriented commercial uses are those which cater to travelers along Interstate 80, such as gas stations and fast food restaurants.

Land Use Policy 2.2
Future Subdivision of estate type parcels (2.5 - 10 acres in size) is discouraged within the Town boundaries outside of existing rural subdivisions.

Land Use Policy 2.3
To provide for projected population growth in an efficient manner, accommodate development at the highest densities in infill areas, consistent with goals for environmental protection and land use compatibility.

Infill areas are vacant or underutilized lands (usually individual lots) in areas that are largely developed within the Residential and Commercial categories.

Land Use Policy 2.4
All lands within the Southern Pacific Railroad right-of-way outside the boundaries of the Downtown Study Area shall be designated a Rail Transportation Corridor. Within this corridor, primary permitted land uses shall include railroad operations and facilities, surface and subsurface utility lines, and the primary permitted uses in the land use district immediately adjacent to the respective side of the railroad right-of-way. Portions of the corridor not adjacent to commercial and industrial designations may be appropriate for commercial and industrial uses when such uses:

TABLE 2.5
PROJECTED GROWTH AND GENERAL PLAN BUILDOUT

Description	Existing Development (1995)	Additional New Growth Projected for Year 2015	Total Projected Development for Year 2015[1] (Existing Development plus Additional New Growth Projected)	General Plan Buildout
Housing Units	9039	4682	13,271	17,850
Occupied Housing Units	4,283	1981	6,264	8,508
Population	11,291	5962	17,253	22,980
Commercial/ Industrial (1000 square feet)	2,300	1579	3,879	5,675
Employee	5,225	2,884	8,109	12,460

[1] Economic Projections are for the year 2015, and were based on information in the Town of Truckee Economic Analysis, SR Hoffman Associates, October 1995.

a) Require delivery or distribution of goods by rail and have direct access to a siding or spur; and

b) Are reviewed and approved through the conditional use permit process and are found consistent with the General Plan.

Land Use Policy 2.5
Analyze job creation opportunities as the economy shifts from an industrial base to a tourist base. Pursue such opportunities through appropriate economic development programs.

Land Use Policy 2.6
Highway commercial development on properties east of Cold Creek and west of the Deerfield residential neighborhood shall access the Donner Pass Road / Coldstream Road / Interstate 80 interchange. Deerfield Drive east of the highway commercial development properties shall not be used for access to those properties except for emergency access if determined to be necessary for public safety.

Land Use Goal 3
Coordinate land development with provision of services and infrastructure.

Land Use Policy 3.1
Work with all special districts, including the Tahoe-Truckee Unified School District, to ensure that development within the Town is coordinated with provision of services.

Land Use Policy 3.2
Work with the applicable special districts to develop a program allowing transfer of rights to service from areas designated

Resource Conservation/Open Space or Open Space Recreation to areas designated Residential, High Density Residential, Commercial, Industrial, or Planned Community.

Some landowners have been paying for rights to service, for example, sewer assessments, that would allow service for more units than would be allowed under this General Plan. If the service districts allow these rights to service to be transferred to areas where the Town will allow the units to be developed, landowners could be compensated for their assessment without densities in these areas being increased.

Land Use Policy 3.3
Approve rezoning and development permits only when adequate services, as defined by Table 2.6, are available, or when a program to provide services has been approved by the applicable District and the Town of Truckee.

The matrix in Table 2.6 (Service Standards and Timing) identifies standards of services for new development.

Land Use Policy 3.4
Require that sewer be provided for all new residential subdivisions creating more than four lots, and all new commercial uses. Existing legal lots in areas currently without sewer may be developed with residential uses using septic systems with the approval of the appropriate health and environmental agencies.

Land Use Policy 3.5
Prepare a long-range Capital Facilities Plan for all Town facilities that will be included in the development impact fee program, as well as facilities to solve existing deficiencies, including a funding and phasing program for provision of facilities in not less than five-year increments through the year 2014. Encourage all special districts serving Truckee to do the same.

Based upon the long-range Capital Facilities Plan, prepare and adopt a 5-Year Capital Improvement Program (CIP) for facilities for which the Town is responsible, and encourage other affected agencies to also adopt a 5-Year CIP for facilities for which they are responsible.

Land Use Goal 4
Encourage a mix of land uses in the Town to promote a vibrant community and to reduce traffic, while addressing the need to minimize land use conflicts.
Land Use Policy 4.1

In the Development Code allow a mix of uses in the Commercial designation. The mix can include office, residential, service, and/or retail uses. Implement a zoning category which requires new commercial development to have a mixed use component. Appropriate locations for this type of development include the Old Gateway area and Donner Lake.

TABLE 2.6
SERVICE STANDARDS AND TIMING

Type of Service	Standards	Timing	
		@ time of zoning	@ time of development
Water	fire flow and peak demand	capacity to be available	distribution facilities to be installed
Sewer	adequate hookups available	capacity to be available	collection facilities to be installed
Schools	sufficient school facilities	financing mechanism to be set up	fee to be paid to offset impacts on capital facilities
Fire	fire flow, emergency access, equipment, and personnel	water capacity to be available; financing mechanism to be set up	fee to be paid
Parks	5 acres of developed parkland per 1,000 population	financing plan to be approved	fee to be paid
Police	personnel and equipment	financing mechanism to be set up	fee to be paid

Land Use Policy 4.2
Allow live-work uses in Commercial and Industrial areas and accommodate home occupations in residential areas.

By combining living and working space in a single unit, home-ownership is possible for many self-employed households. Live-work areas can also provide affordable rental housing and work space for artists, small businesses and start-up businesses. Under-utilized commercial buildings can be converted into live-work space, providing needed affordable housing and eliminating commute trips.

Land Use Policy 4.3
Neighborhood services shall be accommodated where appropriate in the Residential land use category. Appropriate locations include street corners, larger subdivisions such as Glenshire and Tahoe Donner, and higher density residential areas. Such neighborhood services pro-vide a direct benefit to the neighborhood, and may include educational facilities, recreation facilities, day care services, places of worship, community meeting centers, fire stations, libraries and other public facilities, telecenters, and neighborhood commercial uses.

Land Use Policy 4.4
In the Development Code establish standards which preclude new "strip" commercial development. Site design for new commercial projects should provide pedestrian/bicycle access and have buildings properly proportioned to the pedestrian realm.

Land Use Policy 4.5
Accommodate the establishment of satellite offices and local telecenters.

Satellite offices and local telecenters provide places in or near residential areas for employees to use for telecommuting. Such facilities would provide computer and modem hookups and facilities for teleconferencing.

Land Use Policy 4.6
In the Development Code, establish standards to minimize incompatibility between adjacent land uses, including buffer yards, setbacks, and Conditional Use Permit requirements.

Land Use Policy 4.7
Consider applying transitional zoning such as office/professional in areas where existing commercial uses directly abut single-family residential uses and adequate buffers are not available. This zoning can be found consistent with the residential land use designation when applied based upon these circumstances and it is found that adequate roads and other infrastructure are available.

Land Use Goal 5
Preserve and enhance the distinctive look of Truckee and of each of its neighborhoods.

Land Use Policy 5.1
Adopt and implement updated Design Standards as part of the Development Code. The updated Design Standards shall establish the following:

1. A street regulating plan which identifies existing and future right of way, sidewalk and bike lane locations, street widths, setbacks, edge treatments (landscaping, lighting, etc.), and proportion/height of adjacent structures.

2. A pedestrian/bicycle component which identifies the Town's pedestrian precincts, the network of sidewalks and bike lanes, materials for sidewalks and crosswalks, and links to transit.

3. A design vocabulary which identifies vernacular architectural style recommendations, a list of acceptable materials and colors, building, site, and parking design guidelines to prohibit large single building forms and mass parking areas, and maintenance requirements.

The requirements for Specific Plans for the Downtown, PC-1, PC-2, and Tahoe Donner, and the special policies for the Donner Lake Community Area also implement Land Use Goal 5.

Land Use Policy 5.2
The development code shall establish a maximum size limit for a single retail commercial use building of 40,000 square feet. Exceptions to this size requirement may only be considered through preparation and approval of a specific plan in accordance with California Government Code Section 65450 - 65457.

Land Use Policy 5.3
In the Development Code establish maximum building setbacks from the road frontage to require commercial and mixed

use buildings to be located closer to the street, where appropriate, and require off-street parking areas to be located to the rear of commercial buildings, where feasible. Ultimate building locations must accommodate snow removal and snow storage, and should maximize solar orientation.

Land Use Policy 5.4
Maintain and enhance Downtown as the heart of Truckee and as the Town's premier tourist destination through the following methods:

- Aggressively facilitate pedestrian oriented development Downtown by pursuing a wide range of mechanisms as identified in the policies for the Downtown Study Area on page 54.

- The expenditure of capital improvement funds on projects that will enhance appropriate uses downtown and facilitate new development implementing the Downtown Specific Plan will receive some priority.

- Allocation of staff resources to implement the Downtown Specific Plan will receive some priority.

- Require an independent economic analysis prior to approval for each of the Specific Plans. Use this analysis to understand the economic impacts of the proposed Planned Community Specific Plan on the Downtown and the community as a whole, and to identify possible competition with significant new development planned downtown.

- Within the Planned Communities, delay construction of commercial development which competes with significant new development planned downtown until the above strategies are in place, or significant additional development downtown is determined to be infeasible. Unless a longer time frame is identified in the Planned Community Specific Plans, such a delay shall not exceed two years from adoption of the General Plan, or May 1, 1998, whichever comes first.

Land Use Policy 5.5
The Development Code shall establish snow storage standards for site design.

Land Use Goal 6
Regulate the size, quantity, and location of signs to maintain and enhance the visual appearance of the Town.

Land Use Policy 6.1
Prepare a comprehensive sign ordinance for the Town that seeks to eliminate existing billboards and establishes size and design requirements for all new signs, allowing an adequate time period for sign owners to amortize the value of their signs pursuant to an amortization schedule to be included in the sign ordinance.

Land Use Goal 7
In all Residential and Residential Cluster land use categories, require clustering where appropriate to create efficient development patterns, and to minimize environmental impacts and threats to public safety.

Clustering of residential development will allow flexibility of site design in responding to the natural features and resources of an individual site. Clustering means that structures will be located on a site so that larger areas are left undeveloped. The undeveloped areas may either be preserved in private or public open space, or may be a portion of an individual lot, with deed restrictions prohibiting construction in that portion.

Land Use Policy 7.1
Residential development shall be clustered to avoid areas of significant natural resources, including wildlife habitat and migration corridors and visual resources.

Land Use Policy 7.2
The portions of parcels not developed with clustered residential uses shall be preserved as open space. Preservation and management options for open space include:

- Dedication to a homeowners association
- Dedication to a public agency such as the Parks District, or to a land trust or other non-profit agency.
- Use of building envelopes in conjunction with conservation easements or deed restrictions

Land Use Policy 7.3
Any subdivision proposal which includes or transfers density from the property known as Assessors Parcel Number 48-080-51 shall include provisions for the cessation and reclamation of the mining operation on the property and the adjacent property to the west.

Land Use Policy 7.4
A planned development shall be adopted for all properties located within that portion of Section 3, T17N, R17E within the Town before any tentative map or subdivision may be approved on any of the properties. The planned development shall link access, open space areas, and infrastructure between the properties to ensure that subdivision and development of the properties will be done in a coordinated manner.

Land Use Goal 8
Work with adjacent jurisdictions to ensure compatibility between the Town of Truckee General Plan and the General Plans of adjacent jurisdictions and to provide criteria for the timely annexation of property within the Town of Truckee for development purposes.

Land Use Policy 8.1
Figure 2 identifies the General Plan Planning Area that includes those areas outside the Town limits where potential urban development is planned on the perimeter of the Town or are closely associated with existing areas within the Town. LAFCo will be requested to adopt the Planning Area as the Town Sphere of Influence. The Land Use Diagram will reflect the land use types and intensities adopted by Nevada County for those properties outside the Town as set forth in the Nevada County General Plan. The Town will consider annexation of urban development occurring within the Planning Area.

Land Use Policy 8.2
Seek agreement with Sierra, Nevada and Placer Counties on development review procedures and criteria for major projects in the Truckee region. Develop annexation policies, in collaboration with Nevada County and LAFCo, regarding annexation of property into the Town for municipal services. These policies will address the following:

1. Require that consideration of annexation prior to or in conjunction with formal consideration of development proposals so that the appropriate development standards may be applied.

2. Annexation of development into the Town should be revenue neutral. The Town may pursue annexation of property where the cost of providing Town services exceeds the revenue received based on a finding that the annexation will provide an overriding benefit to the greater Truckee community.

3. Planned urban development outside of the Town should be considered the most appropriate for development and annexation to the Town in the following order:

a. Areas within the boundaries of established water and sewer providers and where provisions for services to the properties have been made;
b. Areas within the boundaries of established water and sewer providers where provisions for services to the properties have not been made;
c. Areas outside of the boundaries of established water and sewer providers.

4. The type and level of service provided in areas proposed to be annexed into the Town should be similar to those provided within the existing Town boundaries.

5. Compact development, close to existing infrastructure, is most appropriate for annexation to the Town.

6. Annexation of resource lands or sparsely developed areas is generally not appropriate unless done in conjunction with the annexation of development areas.

Figure 2 depicts the General Plan Planning Area outside the Town boundaries. Twenty year growth projections were the basis for the development of the Planning Area boundary.

Land Use Policy 8.3
The extension of urban infrastructure (i.e. sewer and water) outside the Town boundaries and within the Planning Area should be considered in conjunction with annexation of the property into the Town.

POLICIES FOR SPECIFIC AREAS

Downtown Study Area
The following policies will guide development of the Specific Plan for Downtown.

Downtown Study Area Policy 1
Preserve and enhance the historic mountain character of the Downtown Area.

Downtown Study Area Policy 2
Identify and develop a town square.

Town of Truckee General Plan

Planning Area

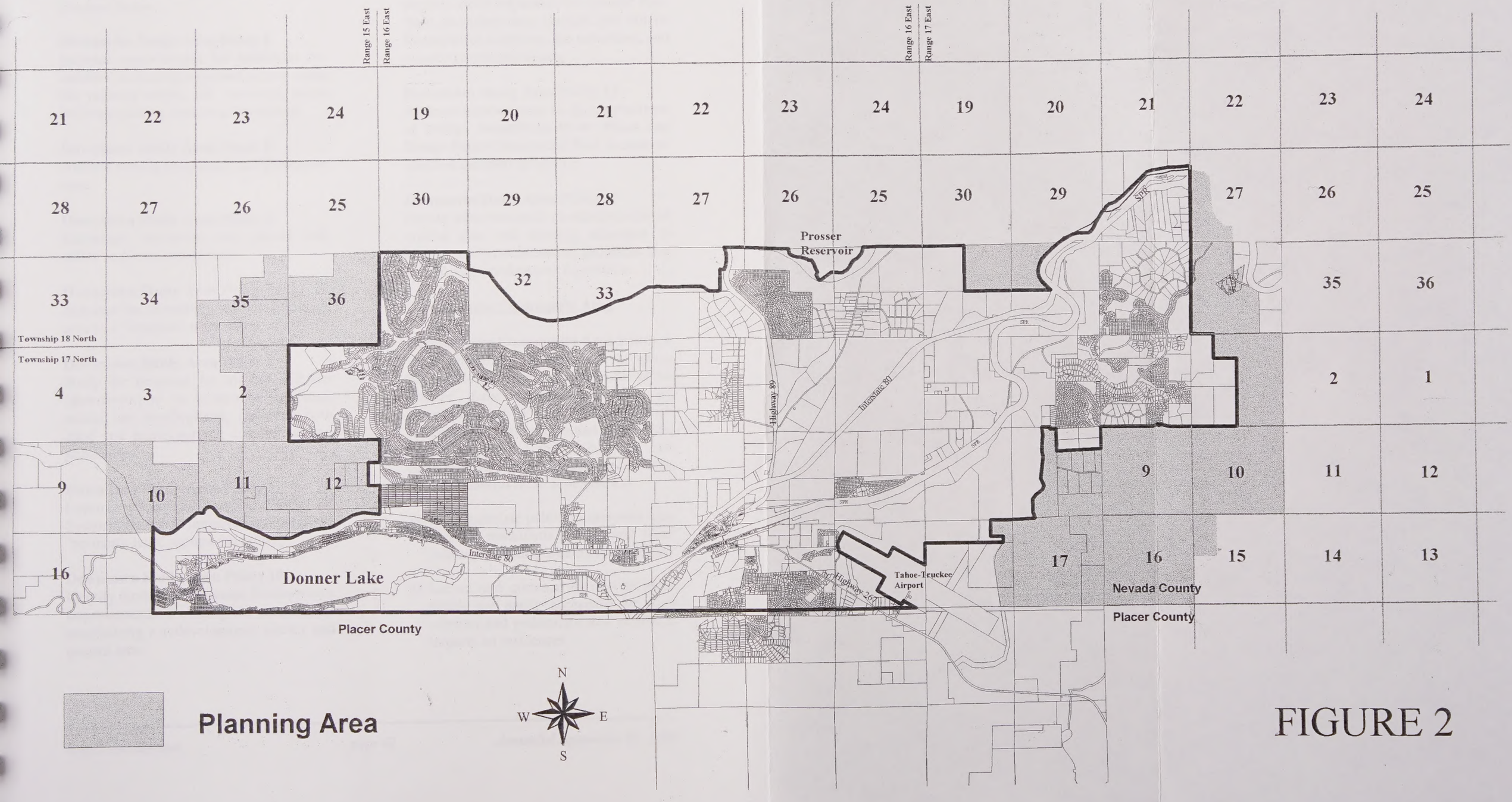


FIGURE 2

Downtown Study Area Policy 3
Identify mechanisms for creating a park/open space area with a trail along the Truckee River.

Downtown Study Area Policy 4
Increase opportunities for pedestrian circulation, including improved access across the railroad tracks, and improved access between parking areas and businesses.

Downtown Study Area Policy 5
Address parking problems in the Downtown area.

Downtown Study Area Policy 6
Encourage residential uses mixed with office and commercial uses.

Downtown Study Area Policy 7
Enhance the desirability of the downtown area as a "destination attraction".

Downtown Study Area Policy 8
Study the potential for the old mill site (downtown) to be a location for future mixed use development, including both local and tourist-serving commercial and public uses.

Downtown Study Area Policy 9
Improve roadside landscaping. Work with Southern Pacific to improve portions of the "no man's land" around the railway.

Downtown Study Area Policy 10
Identify funding mechanisms for downtown improvements, including the potential for establishing a redevelopment agency and project area.

Downtown Study Area Policy 11
The Downtown Specific Plan shall identify incentives for privately funded development projects which implement the Specific Plan. Such incentives may include, but not be limited to tax incentives, fee reductions, and priority permit processing.

Downtown Study Area Policy 12
Address improvements to the intersections of Bridge Street/West River Street and Bridge Street/Commercial Row in order to improve the level of service.

Downtown Study Area Policy 13
Pursue environmental characterization of critical sites and develop strategies to resolve soil contamination problems that may hinder development downtown.

Donner Lake Community Area

Donner Lake Community Area Policy 1
Establish zoning districts which recognize the historic and recreational character of the Donner Lake Community Area by accommodating a mix of residential, recreational, and commercial uses in the Residential and Commercial land use categories. The following guidelines will be used to establish these zone districts:

1) Accommodate publicly accessible uses such as restaurants, parks, and other recreational facilities along the lakefront.

2) Locate new commercial uses in areas which are easily accessible by both vehicles and pedestrians and minimize impacts on residences.

3) Establish criteria to address the visual impacts created by construction of large homes on small lots along the lakefront.

4) Establish a design vocabulary for new discretionary development to ensure compatibility with the historic and aesthetic values of the Donner Lake Community Area.

Donner Lake Community Area Policy 2
Cooperate with the Truckee-Donner Recreation and Park District, the State Department of Parks and Recreation, and the residents at Donner Lake in planning for Donner Lake to minimize conflicts between residential and recreational uses and to protect the natural resource values of the lake.

Tahoe Donner Planned Community
The following policies apply to Tahoe-Donner.

Tahoe Donner Policy 1
Land uses, activities, and future development at Tahoe-Donner shall take place consistent with the approved entitlements for the community.

Tahoe Donner Policy 2
Major changes in the approved land uses, activities, or site plan for Tahoe-Donner will be subject to approval of a Master Plan.

Tahoe Donner Policy 3
Encourage neighborhood services and commercial uses in Tahoe Donner which could reduce vehicle trips into town. Recognizing the limited amount of land available for such uses, require applications for new commercial development to demonstrate an ability to provide goods and services to Tahoe Donner residents.

Planned Community 1 [PC-1]
The following policies will guide development of the Specific Plan for PC-1.

PC-1 Policy 1
The Specific Plan shall include policies and design measures to ensure that development on the site shall be compatible with and shall not adversely affect the historic or natural character of Donner State Park.

PC-1 Policy 2
The Specific Plan shall provide adequate setbacks from Cold Creek and other riparian/wetland areas.

PC-1 Policy 3
Development of the site shall accommodate a future access route to State Route 89 South. Developers within the PC-1 Specific Plan area shall contribute to the improvement of or acquisition of right of way for the access route, to the degree that their developments contribute to projected traffic loads on the proposed route as determined by the Town.

PC-1 Policy 4
Land uses on the site shall include visitor-serving commercial uses and other uses which promote or accommodate tourism as well as industrial and commercial uses serving local needs. In order to encourage the development of housing in proximity to employment centers, the Specific Plan shall include policies designed to provide for the development of affordable housing by allowing for mixed uses at appropriate densities.

PC-1 Policy 5
The Specific Plan shall include standards for the design of retail shopping areas which are oriented and scaled to the pedestrian realm and which avoid "strip commercial" site layout.

PC-1 Policy 6
The Specific Plan shall include design standards or guidelines tailored to the specific needs of the site. Improvements shall at a minimum be consistent with the Town of Truckee Design Guidelines.

PC-1 Policy 7
Specific Plan design standards shall include requirements for parking areas which promote attractive streetscapes, recognize the need for snow storage or re-moval, and reduce the visual impacts of paved areas through distributed land-scaping, landscaped berms, and other measures. Parking shall be designed and constructed in accordance with the Town of Truckee Design Guidelines.

PC-1 Policy 8
Incorporate pedestrian/equestrian/bicycle/ski trails into project design to provide access through the entire project area, connecting onsite and offsite shopping and service areas with residential and recreational areas. Trails shall be open to the public.

PC-1 Policy 9
Provide a public pedestrian/equestrian/bicycle/ski trail along Cold Creek, or other alignment as approved as part of Specific Plan approval, through the project site and connecting to trails located within the State Park.

PC-1 Policy 10
Ensure that the mix of land uses in the PC-1 Specific Plan will generate an amount of traffic that in addition to buildout of the General Plan would not result in conditions worse than LOS D on Donner Pass Road or the need for four lanes on Donner Pass Road.

In order to determine whether the PC-1 Specific Plan is consistent with PC-1 Policy 10, a traffic study for the PC-1 Specific Plan that utilizes methodology described in Circulation Policy 1.8, and assumes full buildout of the General Plan for the cumulative condition will be required.

Planned Community 2 [PC-2]
The following policies will guide development of the Specific Plan for PC-2.

PC-2 Policy 1
Preserve existing natural features and wildlife habitat.

PC-2 Policy 2
Preserve open space corridors connecting to adjacent open space lands to protect wildlife habitat.

PC-2 Policy 3
The planned community shall be sited, oriented and massed to provide for maximum exposure to winter sun and protection from wind and temperature extremes.

PC-2 Policy 4
Landscaping shall complement and be a component of the existing native ecosystem.

PC-2 Policy 5
Maintain open space characteristics in the viewsheds along State Route 89 and Interstate 80.

PC-2 Policy 6
The site shall be developed as a destination recreational community.

PC-2 Policy 7
Provide amenities such as a golf course, riding stables, cross country ski area, hiking/biking trails, recreational center, and hotel.

PC-2 Policy 8
Residential uses shall be clustered. Apartment units shall be interspersed with office and light commercial uses in some areas. Affordable housing shall be provided in addition to market rate housing. The number of affordable units shall be equal to twenty percent of the number of market rate units.

PC-2 Policy 9
Retail shopping areas shall be designed at a pedestrian scale, incorporating pathways, courtyards and other activity nodes, and a mix of shopping, offices, residences, and services. Large single building forms and large masses of pavement are not considered consistent with this policy.

PC-2 Policy 10
Architecture shall be consistent with the Town of Truckee Design Guidelines.

PC-2 Policy 11
Parking areas shall be screened. Parking shall be provided in scattered small lots or located to the rear of buildings.

PC-2 Policy 12
Incorporate pedestrian/equestrian/bicycle/ski trails into project design to provide access through the entire project area, connecting onsite and offsite shopping and service areas with residential and recreational areas. Trails shall be open to the public.

PC-2 Policy 13
Provide pedestrian/bicycle/cross-country ski links to the downtown area and connecting with trails on adjacent properties.

PC-2 Policy 14
The PC-2 Specific Plan shall provide a reasonable balance of residential, retail, office, and recreational land uses in each phase.

PC-2 Policy 15
Maximum development standards contained in Table 1.4 will be reevaluated during future general plan updates to determine if there is a need to allocate additional development potential to PC-2.

Planned Community 3 [PC-3]
The following policies will guide development of the Specific Plan for PC-3.

PC-3 Policy 1
Development allowed on the site will be a range of commercial and industrial uses. Services for employees, such as day care facilities and food sales, shall be encouraged. Development density on the site shall not exceed an average Floor Area Ratio of .20.

PC-3 Policy 2
The Specific Plan shall include design standards to provide for architectural

consistency of development on the site, in accordance with the Town of Truckee design guidelines.

PC-3 Policy 3
Site Design shall consider appropriate access to State Route 267 and the Bypass and shall minimize visual impacts from the State Route 267 corridor.

PC-3 Policy 4
The Specific Plan shall include standards for the design of retail shopping areas which avoid "strip commercial" site layout, and which are oriented and scaled to the pedestrian realm.

PC-3 Policy 5
Specific Plan design standards shall include requirements for parking areas which promote attractive streetscapes, recognize the need for snow storage and removal, and reduce the visual impacts of paved area through distributed landscaping, landscaped berms, and other measures. Parking shall be provided in accordance with the Town of Truckee Design Guidelines.

INTRODUCTION

Section 65302 (B) of the California Government Code States that a circulation element shall consist of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, other local public utilities and facilities, all correlated with the land use element.

The Circulation Plan [Plate 4] presents the circulation system for the Town of Truckee to support development under the Land Use Diagram [Plate 1]. The circulation system is shown on the diagram as a series of roadway classifications. The roadway classification system has been developed to guide Truckee's long-range planning and programming. Roadways are classified in this system based on the linkages they provide and their function.

In general, roadways have two functions which can conflict from a design standpoint: to provide mobility and to provide access to property. High speeds and limited interruption are desirable for mobility, while low speeds are more desirable for property access. A functional classification system helps the access and mobility requirements of the development accommodated by the General Plan. Local streets emphasize property access; highways and arterials emphasize higher mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

Table 3.1 identifies major roadway improvements proposed in this General Plan. The Roadway Classification Definitions on Table 3.2 describes the roadway classification definitions.

The Circulation Plan presents the functional classification of the existing and proposed streets, roadways and highways in Truckee. Roadways not shown on the diagram are classified as local streets.

In this Element, policies are grouped under section headings. For each goal, there are several groups of policies.

Goals and policies related to local public facilities and utilities are contained in the Land Use Element under Goal 3.

POLICIES

Circulation Goal 1
Provide for the long-range development of the Town's roadway system consistent with adopted land use patterns, ensure the safe and efficient movement of people and goods, and implement funding strategies for construction, improvement and maintenance of existing and new roadways.

TABLE 3.1 ROADWAY IMPROVEMENTS ASSOCIATED WITH GENERAL PLAN IMPLEMENTATION	
Roadway	**Lanes**
Interstate 80 (w/o Donner Lake Road)	4F
Interstate 80 (w/o Donner Pass West)	4F
Interstate 80 (w/o State Routes 267 & 89)	4F
Interstate 80 (e/o Truckee Airport Road)	4F
State Route 267 (s/o Interstate 80)	4H
State Route 267 (s/o Commercial Row)	4H
State Route 267 (n/o Tahoe Truckee Airport)	2H
State Route 89 (s/o Donner Pass Road)	4H
State Route 89 (s/o Interstate 80)	4H
State Route 89 (s/o West River Street)	4H
State Route 89 (n/o Interstate 80)	4H
State Route 89 (n/o Prosser Dam Road)	2H
Donner Pass (w/o Donner Lake Road)	2A
Donner Pass (w/o Cold Stream)	2A
Donner Pass (w/o Northwoods Boulevard)	2A
Donner Pass (e/o State Route 89)	2A
Commercial Row (w/o State Route 267)	2A
Northwoods Boulevard (n/o Donner Pass Road)	4A
Glenshire Drive (e/o State Route 267)	2A
Prosser Dam Road (e/o State Route 89)	2C
Deerfield Drive (w/o State Route 89)	2A
West River Street (e/o State Route 89)	4A
Bridge Street (n/o Commercial Row)	2C
Tahoe Donner Connector	2A
State Route 267 Bypass (n/o State Route 267)	2F
State Route 267 (s/o 267 Bypass)	4H
Notes: F=Freeway H=Highway A=Arterial C=Collector L=Local	

ROADWAY DESIGN

Circulation Policy 1.1

Plan, design, and regulate roadways in accordance with the functional classification system described in this element and shown on the Circulation Plan. Develop and adopt roadway standards as part of the Development Code.

Circulation Policy 1.2

Ensure that existing and new streets and roads are dedicated, widened, and constructed according to roadway design and access standards adopted by the Town. Permit exceptions only upon determination by the Public Works Department that the exceptions do not compromise public safety and that adequate public access and circulation are preserved.

Circulation Policy 1.3

Prepare and implement road, sidewalk, and bikeway standards which recognize Truckee's climatic conditions in order to reduce long term maintenance costs of the road system.

Circulation Policy 1.4

Where feasible, ensure that traffic control devices, lighting, and other traffic safety and operational improvements are installed when necessary for the safe and efficient movement of all types of traffic and acceptable levels of service.

Circulation Policy 1.5

Coordinate with Caltrans to implement measures to coordinate transportation system changes during high traffic flow events and weather emergencies, including

TABLE 3.2
ROADWAY CLASSIFICATION DEFINITIONS

Roadway Type	Function	Access	Typical Spacing of Access Points	Lanes	Discussion
Freeway	Provides for inter-regional and intra-regional travel	Provided via interchanges at 1 to 3 mile intervals	5 to 10 miles	2 to 6 lanes	Includes Interstate 80 and the proposed State Route 267 Bypass
Highway	State Highways serve long-distance and intra-regional trips	Should be limited to intersections with freeways and arterials; in rural areas, may have some access to parcels	2 to 5 miles	2 to 6 lanes	Includes all State highways not classified as a freeway
Arterial	Provides moderate volume connections between activity centers and connections for collectors to freeway, highways and expressways	Can intersect with any facility, though access to local roads and driveways should be minimized	1 mile	2 to 4 lanes	Traffic signals typically spaced at 1/4 to ½ mile intervals
Collector	Serves as low-volume connector between local streets and arterials; also provides access to parcels	Access is not restricted	½ mile	2 lanes	Controlled by two-way or four-way STOP signs or traffic signals at 1/4 mile intervals
Local	Provides access to parcels	Access is not restricted	200 to 500 feet	2 lanes	Local roadways

traffic directors, message signs, and temporary barriers.

LEVEL OF SERVICE

Circulation Policy 1.6
Strive to establish and maintain a Level of Service D or better at weekday, PM peak hour on arterial and collector road segments, and on primary through movements at intersections, in portions of the Town outside of the Downtown Study Area. Strive to establish and maintain a level of service E or better at weekday, PM peak hour on local, collector, and arterial road segments and on primary through movements at intersections within the Downtown Study Area.

Discretionary projects which reduce the level of service below the applicable standards shall be considered by the Town Council.

Circulation Policy 1.7
Maintain Donner Pass Road at a three-lane cross-section (two lanes of traffic with a left-turn lane). New projects which could add significant traffic to Donner Pass Road must demonstrate that cumulative traffic impacts will not result in the need to widen Donner Pass Road.

Circulation Policy 1.8
Require the preparation of traffic impact analyses to identify impacts and mitigation measures for projects that may result in significant traffic impacts. Level of Service shall be computed according to the planning

methodology as documented in *Circular 212, Interim Materials on Highway Capacity*, Transportation Research Board, January 1980. Cumulative impacts shall be modeled assuming projected 20-year growth based on the General Plan.

Circulation Policy 1.9
In planning the Town's transportation system, strive for a balanced system that provides alternatives to the automobile while still meeting the Level of Service standards expressed in this Element.

ROADWAY NETWORK

Circulation Policy 1.10
Accommodate through-traffic in a manner that discourages the use of neighborhood roadways, particularly local streets.

Circulation Policy 1.11
Adopt a joint powers agreement or similar mechanism with Placer and Nevada Counties to comprehensively address regional transportation and air quality issues. Coordinate with these neighboring jurisdictions, to assess fees on new development sufficient to cover the fair share portion of the development's impacts on the local and regional transportation system. Make exceptions only when the new development generates significant public benefits (e.g., low-income housing, necessary health facilities) and when alternative sources of funding can be identified to offset lost revenues.

Circulation Policy 1.12
Construct a third access road out of Tahoe Donner which connects to State Route 89 North and the Downtown area.

Circulation Policy 1.13
Establish a route alignment for a Deerfield Connector in order to define a future parallel route to Donner Pass Road on the south side of I-80, and to avoid the need for a future westerly extension of the existing Deerfield Drive. Prepare a route alignment study for the Deerfield Connector to determine the appropriate alignment for the road. Involve the Deerfield Drive neighborhood in the route alignment study.

FINANCING OF IMPROVEMENT

Circulation Policy 1.14
Establish a funding program to provide for the improvement and long-term maintenance of local roadways by updating the capital improvement program and traffic impact mitigation fee program to be consistent with this General Plan.

Circulation Policy 1.15
Pursue all appropriate federal, state, and local funding sources for street and highway improvements. Strive to secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted Level of Service standards.

Circulation Policy 1.16
Require proponents of new development projects to analyze the project's contribution to increased traffic and to implement improvements necessary to address the increase. Mitigation of significant project-related impacts may require improvements beyond those addressed by the capital improvement program and traffic impact mitigation fee program.

PARKING

Circulation Policy 1.17
Reevaluate parking requirements in the Development Code to ensure that excessive parking is not required, and to address options for shared parking and other parking lot alternatives.

Circulation Policy 1.18
Consider the visual impacts of off-street parking lots during project review, and implement design standards to locate parking to the rear of buildings or provide substantial screening of parking areas.

INTER-JURISDICTIONAL COORDINATION

Circulation Policy 1.19
Work with the Nevada County Transportation Commission in periodically reviewing and updating the *Regional Transportation Plan (RTP)* at least as often as required by State law. Adopt and maintain a list of regionally significant streets and roads for inclusion in the RTP.

Circulation Policy 1.20
Work with adjacent jurisdictions to share land use and transportation information and transportation modeling results. Coordinate transportation planning with the Nevada Transportation Commission, PCTL, Caltrans, and adjacent jurisdictions to develop a consistent methodology to determine the impacts of new development; the transportation system components necessary to mitigate those impacts; the capital, operating, and maintenance cost of the components; and the costs covered by established funding sources.

Circulation Policy 1.21
Work with the California Department of Transportation and California Department of Food and Agriculture to investigate the relocation of the agricultural inspection station in order to improve traffic flow along Interstate 80 within the Town of Truckee.

Circulation Policy 1.22
Work with Southern Pacific Railroad to identify mitigation measures for the impact of increased rail traffic on the Town's circulation system.

Circulation Policy 1.23
Work with Caltrans to address existing deficiencies with State Highway facilities, such as low overpasses and the narrow State Route 89 South railroad underpass.

Circulation Goal 2
Minimize the negative impacts of transportation infrastructure upon aesthetic values and the natural , social, historic, and cultural features of Truckee.

Circulation Policy 2.1
Coordinate with service providers to underground utilities along existing roadways.

Circulation Policy 2.2
Design standards shall be adopted for traffic signals in the "HP" district in downtown Truckee to ensure that fixture styles are aesthetically appropriate for the area.

Circulation Policy 2.3
New roads and roadway improvements shall be located, constructed, and maintained in a manner which prevents adverse impacts to water quality and significant biological, scenic, and historic resources.

Circulation Policy 2.4
New and replacement road lighting shall use fixtures and light sources that minimize light pollution without compromising traffic safety.

TRANSIT

Circulation Goal 3
Promote a safe and efficient transit system, including both rail and bus, to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Truckee.

Circulation Policy 3.1
Work with transit providers to plan and implement additional transit services within and to the Town that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.

Circulation Policy 3.2
Consider the need for future transit right-of-way in reviewing and approving plans for development and roadway construction or improvements. Incorporate features to encourage transit and reserve right-of-way for future transit access in plans for new growth areas. Transit rights-of-way may either be exclusive or shared with other vehicles.

Circulation Policy 3.3
Pursue all available sources of funding for capital and operating costs of transit services.

Circulation Policy 3.4
Undertake, as funding permits, and participate in, studies of inter-regional recreational transit services to Lake Tahoe and the ski areas.

Circulation Policy 3.5
Consider the transit needs of senior, disabled, low-income and transit-dependent persons in making decisions regarding transit services and in compliance with the Americans with Disabilities Act.

Circulation Policy 3.6
Encourage the development of facilities for convenient transfers between different modes of transport, especially to provide connections to the train.

Circulation Policy 3.7
Require new development to provide sheltered public transit stops with turnouts where appropriate. Consider development of turnouts in existing developed areas when roadway improvements are made or as deemed necessary for traffic flow and public safety.

PASSENGER RAIL

Circulation Policy 3.8
Encourage and promote the use of passenger rail.

TRANSPORTATION CONTROL MEASURES (TCM)

Circulation Goal 4
Maximize the efficient use of transportation facilities so as to:

- **Reduce travel demand on the Town's roadway system;**
- **Reduce the amount of investment required in new or expanded facilities needed to accommodate increased demand on the Town's roadway system;**

- **Reduce the quantity of emission of pollutants from automobiles; and**
- **Increase the energy-efficiency of the transportation system.**

Circulation Policy 4.1
Promote the use of transportation control measures (TCMs) that divert automobile trips to transit, walking, and bicycling, through planning and provision of appropriate facilities and incentives. TCMs shall include the following:

. Passenger rail
. Trip reduction programs
. Telecommunications, support for telecommuting
. Traffic flow improvements
. Park-and-ride lots
. Ride-share programs
. Bicycling programs
. Short-range transit
. Alternate work schedules

Circulation Policy 4.2
Continue to investigate and promote feasible land use and transportation strategies that will reduce automobile trips.

Circulation Policy 4.3
Encourage major traffic generators, including the school district and the ski resorts, to develop and implement trip reduction measures.

Circulation Policy 4.4
Require transportation studies for major development projects to address potential use of bicycle routes and public transportation to mitigate traffic impacts.

Circulation Policy 4.5
Work with other responsible agencies, including the Nevada County Transportation Commission and Northern Sierra Quality Management District, to develop other measures to reduce vehicular travel demand and meet air quality goals.

NON-MOTORIZED TRANSPORTATION

Circulation Goal 5
Provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation to meet the needs of commuters and recreational uses, and to provide an alternative to auto transportation.

Circulation Policy 5.1
Work with the Truckee-Donner Parks and Recreation District to prepare and implement a Bicycle and Pedestrian Trail Master Plan to establish a comprehensive and safe system of bicycle routes and pedestrian trails for short-range commuting, shopping trips and for recreation use.

Circulation Policy 5.2
New bikeways shall be linked with other bikeways and parks to provide safe continuous routes.

Circulation Policy 5.3
Encourage the provision of bicycle routes along State highways, especially a bicycle/pedestrian facility along State Route 89 under the Southern Pacific tracks.

Circulation Policy 5.4
Pursue all available sources of funding for the development and improvement of trails for

non-motorized transportation (bikeways, and pedestrian and equestrian trails).

Circulation Policy 5.5
Promote non-motorized travel (bicycle, pedestrian, and equestrian) through appropriate facilities, programs, and information, including through the school system and local media.

Circulation Policy 5.6
Establish pedestrian and bicycle access standards and require developers to finance and install pedestrian walkways, equestrian trails, and multi-use trails in new development, as appropriate and necessary to address circulation needs.

GOODS MOVEMENT

Circulation Goal 6
Maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.

Circulation Policy 6.1
Assist public and private agencies in integrating railroad freight services into regional transportation and economic development strategies.

Circulation Policy 6.2
Coordinate with the State to promote efficient inter-regional goods movement in the Interstate 80 corridor.

Circulation Policy 6.3
Encourage continued freight service on the Southern Pacific rail lines.

Circulation Policy 6.4
Support federal and state efforts to levy higher user charges to adequately mitigate truck traffic impacts to roadways.

AIR TRANSPORTATION

Circulation Goal 7
Promote maintenance and improvement of general and commercial aviation facilities that are compatible with surrounding land uses.

Circulation Policy 7.1
Support the continued use of the Tahoe-Truckee Airport as a general purpose airport.

Circulation Policy 7.2
Work with the Airport to provide for adequate ground access to the airport in its transportation planning and improvements.

Circulation Policy 7.3
Work with the Airport Land Use Commission in the planning of land uses around the airport and the implementation of the CLUP to ensure protection of airport operations from urban encroachment.

Circulation Policy 7.4
Regulate development in the existing Runway Protection Zones as identified in and consistent with the Airport Land Use Commission *Airport Comprehensive Land Use Plan.*

NEW GROWTH AREAS

Circulation Goal 8
Promote the efficient movement of goods and people within new growth areas and

between growth areas and other major destinations in the Town and region.

New growth areas include the new Planned Communities and the Residential Cluster areas.

Circulation Policy 8.1
Require that land use patterns and transportation systems in designated new growth areas be designed to provide residents and employees with the opportunity to accomplish many of their trips within the new growth areas by walking, bicycling, and using transit.

Circulation Policy 8.2
Require that transportation systems and improvements planned and constructed in designated new growth areas provide links to transportation systems outside the new growth area and address impacts on transportation facilities outside the new growth area.

INTRODUCTION

This Element combines the requirements for Conservation Elements and Open Space Elements.

As required by Government Code Section 65302(d) and Public Resources Code Sections 2762, 2763, and 2764 for Conservation Elements, this Element addresses the conservation, development and utilization of natural resources, including water, forests, soils, rivers and other waters, fisheries, wildlife, mineral, and other natural resources.

As required by Government Code Section 65560 and Public Resources Code Section 5076 for Open Space Elements, this Element addresses four types of open space, and trails. The four types of open space are as follows:

- Open space for the preservation of natural resources
- Open space for the managed production of resources
- Open space for outdoor recreation including areas of outstanding scenic, historic and cultural value, trails, and scenic highway corridors
- Open space for public health and safety

This Element also addresses cultural and historic resources.

While air quality is not a mandated element of the General Plan, inclusion in this Element provides an opportunity to ensure that air quality is addressed in the planning process.

The Land Use Diagram [Plate 1] shows areas which are designated with Open Space land uses. The Open Space, Natural Resources, Scenic Resources, and Trails Diagram [Plate 5] delineates major waterways, scenic resources and existing/proposed trails.

Definition of Open Space: The term "open space", when used separately from the Open Space land use categories, has the following definition for the purposes of this General Plan: open space is land that may be under public or private ownership, is essentially unimproved, and is devoted to any of the uses defined in this Conservation and Open Space Element. Open space may be preserved or protected through the use of easements, dedication, purchase and/or donation to a land trust or public agency, transfer of development rights, or placement in an Open Space Zone District.

OPEN SPACE LAND USE DESIGNATIONS

Two open space land use designations are used in the General Plan. They are Resource Conservation/Open Space and Open Space Recreation. These land use designations are fully described in the Land Use Element.

GUIDING PRINCIPLES

The following principles were developed to guide preparation of the General Plan. Some of these guiding principles are implemented by the policies of the Conservation and Open Space Element, and some of them are

implemented by the Land Use Diagram [Plate 1] or by the Open Space Diagram [Plate 5].

In order to create open space, clustering will be mandatory in new residential development on large parcels.

Include policies which establish a transfer of development rights program or other development incentive to protect visually and biologically important areas as permanent open space, where such protection would eliminate basic development rights.

Protect sensitive resources - particularly ridge lines, Truckee River, Donner Lake and significant open vistas.

Preserve and enhance the Truckee River corridor.

Facilitate river corridor enhancement and preservation by designating sufficient, developable Industrial lands in other locations to encourage existing Industrial land uses on the river to relocate. Establish a major new Industrial area around the existing Sha-Neva Construction yard.

Recognize trails as an important component of Truckee's circulation system and recreational environment. The General Plan will include a Trails Plan identifying existing and proposed trails and trail connections in and through the Town. A major feature of the Trails Plan will be an open space corridor/trail along the Truckee River.

POLICIES

Conservation and Open Space Goal 1
Protect areas of significant wildlife habitat, fisheries, and biological resources.

Conservation and Open Space Policy 1.1
Monitor the sensitive wildlife and habitat resources of Truckee to ensure the continued effectiveness of General Plan policies intended to protect, preserve and enhance these resources. Cooperate with the Department of Fish and Game for the preparation of a comprehensive plan for the management and protection of sensitive wildlife areas, including important wildlife movement corridors, within the Town.

Conservation and Open Space Policy 1.2
Establish an Open Space Zone District along both sides of the Truckee River outside of the Downtown Study Area which prohibits all commercial, residential, and industrial development within a minimum of 150 feet of either side of the River. The Development Code shall establish clear, consistent criteria for measuring this setback.

Conservation and Open Space Policy 1.3
Provide for the integrity and continuity of wildlife habitat, and support the permanent protection and restoration of sensitive wildlife habitat and wildlife movement corridors through a variety tools, including preservation in open space and the use of planning fee waivers for projects that provide for permanent protection of such areas.

Sensitive wildlife habitat includes the following:

- *Meadows, wetlands, and riparian corridors*
- *Deer migration/wildlife movement corridors*
- *Deer fawning areas*

- *Habitat for State and Federally listed plant and animal species*
- *Large blocks of undeveloped forest*

Conservation and Open Space Policy 1.4
Protect sensitive wildlife habitat from destruction and intrusion by incompatible land uses. Impacts to sensitive habitat shall be identified through the development review process and shall be mitigated through mandatory clustering, project redesign to eliminate impacts, use of non-disturbance easements or open space zoning, and other appropriate protection measures. Offsite habitat restoration may be considered as a mitigation option to the extent that no net loss of habitat values results. Evaluation of wildlife impacts must take into account habitat and movement corridors in the areas surrounding the project site in order to comprehensively address project impacts.

Conservation and Open Space Policy 1.5
Use incentives such as planning fee waivers and Transfer of Development Rights to encourage the permanent protection of Open Space lands.

Conservation and Open Space Policy 1.6
In the Development Code establish a development setback of 100 feet from each side of all blue line permanent and seasonal waterways as shown on the USGS maps, exclusive of the Truckee River, which is covered by Policy 1.2. The Development Code shall establish clear, consistent criteria for measuring and administering this setback.

Conservation and Open Space Goal 2
Protect and conserve forest and rangeland resources for their production of wood products, livestock uses, and recreational, aesthetic, and biological values.

Conservation and Open Space Policy 2.1
In the Development Code establish standards for buffering residential uses from adjacent forest resources to minimize conflicts resulting from timber harvesting.

Conservation and Open Space Policy 2.2
Work with the U.S. Forest Service to coordinate planning on USFS lands within and adjacent to the Town.

Conservation and Open Space Policy 2.3
Work with the U.S. Forest Service and the California Department of Forestry to review all timberland harvesting and conversion plans for compliance with the intent of the above stated goal.

Conservation and Open Space Policy 2.4
Through the review of discretionary projects, the Town shall require the protection of native plant species in disturbed portions of the project site and the planting, and regeneration of native plant species in undisturbed portions of the project site.

Conservation and Open Space Goal 3
Protect areas of significant mineral resources.

[Plate 2] depicts mineral resources in Truckee. See also the Land Use Designations in the Land Use Element. Mineral Resources are included in the RC/OS and Public designations.

Conservation and Open Space Policy 3.1
Within areas in the RC/OS category which are designated as Mineral Resource Areas, restrict

uses to those compatible with mineral resource extraction.

The Town of Truckee hereby recognizes, accepts, and adopts by reference those State Classification Reports, as they currently exist and may be amended, providing information on the location of significant mineral deposits in the County.

The General Plan Land Use Maps include [Plate 2], Mineral Resources, reflecting MRZ-2 areas as determined in the State Classification Reports and similar studies. At any time a Classification Report is presented to the County, said Map shall be amended to reflect the Report within 12 months. When it is necessary, due to the lack of specificity, to clarify the exact location of this identification, said Reports shall be used.

Conservation and Open Space Policy 3.2
In mineral resource areas not designated RC/OS or PUB but containing areas of mineral resources, encourage extraction of mineral resources in compatible areas prior to intensified urbanization or conversion to other land uses incompatible with mineral resource extraction.

Conservation and Open Space Goal 4
Protect and preserve important views and visual resources. Preserve significant scenic features in open space where appropriate.

Conservation and Open Space Policy 4.1
Develop a Transfer of Development Rights (TDR) ordinance to provide incentives for permanent protection of the Airport Flats area, the McIver Dairy site, and other visually and biologically important areas.

Conservation and Open Space Policy 4.2
Locate new development outside of scenic vistas and prominent slope exposures and ridge lines identified on the Open Space, Natural/Scenic Resources, and Trails Map.

Conservation and Open Space Policy 4.3
In the Development Code designate Scenic Highway Corridors and establish a plan for preservation of views from Interstate 80, State Route 89 North, and other roadways to be designated. Implement the Scenic Corridor combining district to regulate the appearance of projects located within the viewshed of existing and future scenic corridors.

Conservation and Open Space Policy 4.4
In the Development Code establish standards for new development to protect visible hillsides and ridges. These standards will address screening, design, and setbacks from the tops of ridges.

Conservation and Open Space Policy 4.5
In areas where clustering is used, apply Open Space zoning, easements, and/or restrictions to protect scenic vistas, prominent slope exposures, and ridge lines as identified on the Open Space, Natural/Scenic Resources, and Trails Map.

Conservation and Open Space Policy 4.6
Where appropriate, require or encourage dedication of Open Space zoned, easement, and restricted areas as permanently protected open space. Appropriate local entities will be designated to accept and maintain public open space lands.

Conservation and Open Space Policy 4.7
Identify areas appropriate for acquisition as public open space, and develop a program to acquire the identified areas. Public and

private funding sources will need to be identified to assist in implementing this program.

Conservation and Open Space Goal 5
Preserve the scenic beauty of Truckee through the Development Review Process.

Conservation and Open Space Policy 5.1
In the Development Code establish standards for outdoor lighting to reduce light pollution.

Conservation and Open Space Policy 5.2
Require that all structures at the existing Interstate 80/State Route 89 North interchange be substantially screened from sight from the highway. Require preservation of existing vegetation to screen new developments visible from Interstate 80, and where necessary, require additional landscaping to screen buildings and other facilities. In implementing this policy, recognize the need to provide for visibility of freeway oriented commercial uses.

Conservation and Open Space Policy 5.3
Establish design standards for the Truckee River corridor to protect and enhance views to and from the River.

Conservation and Open Space Policy 5.4
Require undergrounding of all new utilities wherever practical. Encourage other agencies and entities to underground their facilities.

Conservation and Open Space Policy 5.5
Where undergrouding is impractical, above ground telephone and high voltage transmission lines shall be located out of significant scenic vistas.

Conservation and Open Space Goal 6
Protect water quality and quantity.

Conservation and Open Space Policy 6.1
Minimize the loss of groundwater recharge areas from paving. In the Development Code establish coverage limitations and encourage the use of permeable paving materials.

Conservation and Open Space Policy 6.2
Protect surface and groundwater from contamination through runoff by implementing the Regional Water Quality Control Board, Lahontan Region's, Best Management Practices.

Conservation and Open Space Policy 6.3
Cooperate with state and local agencies in efforts to identify and eliminate all sources of existing and potential point and non-point sources of pollution to ground and surface waters, including leaking fuel tanks, discharges from storm drains, auto dismantling and dump sites, sanitary waste systems, parking lots, roadways, and logging and mining operations.

Conservation and Open Space Goal 7
Conserve and protect the Town's Soil Resources by minimizing soil erosion.

Conservation and Open Space Policy 7.1
Discretionary development shall be clustered away from slopes in excess of 30%. Discretionary development on all slopes in excess of 20% shall have a site specific review of soil type, vegetation, drainage, slope, and building placement to determine proper site design.

Conservation and Open Space Policy 7.2
On discretionary projects that require earthwork and grading, including cuts and fills for roads, developers shall be required to minimize erosion and sedimentation by conforming with the natural contours, maximizing retention of natural vegetation, and implementing Best Management Practices.

Conservation and Open Space Policy 7.3
Work with the Resource Conservation District to identify existing critical erosion problems and to pursue funding to resolve these problems.

Conservation and Open Space Policy 7.4
In the Development Code, require a Conditional Use Permit for substantial grading, or timberland conversion, not associated with an approved development project. Further, the Town will review all timber harvesting plans relative to potential impacts on visual resources. The Town will request application of standards for Special Treatment Areas (Title 14, California Administrative Code) for visually sensitive areas. Exempt from this requirement are actions necessary for environmental studies, and for control of fire fuels.

Conservation and Open Space Policy 7.5
Evaluate and implement methods for street cleaning that will minimize dust and sedimentation impacts, including a reduction in the amount of dirt and debris deposited in drainage channels.

Conservation and Open Space Goal 8
Protect and increase opportunities for outdoor recreation.

Conservation and Open Space Policy 8.1
Establish a town-wide multi-use public trail system through the development and adoption of a Trails and Bikeways Master Plan. Include in the Master Plan a Donner Creek parkway to link the Donner Memorial State Park to the Truckee River. In the interim, prior to adoption of the trails master plan, require preservation of trail corridors shown on the conceptual trails plan through review of new discretionary development on parcels containing these trails. Coordinate with adjacent jurisdictions to identify trail linkages outside of Town limits.

The Conceptual Trails Plan is shown on Plate 5.

Conservation and Open Space Policy 8.2
Encourage the development of destination resorts incorporating outdoor recreation facilities. Consider incentives for recreational facilities open to public use.

Conservation and Open Space Policy 8.3
Continually request that local, state, and federal entities that manage local reservoirs and their releases consider recreational and wildlife benefits of local lakes and streams.

Conservation and Open Space Policy 8.4
Improve and protect public access to the Truckee River through discretionary project review and other available means.

Particular attention should be paid in the Downtown Specific Plan to public access in the urban section of the River. Public access, parking facilities, river front parks, picnic areas, and foot bridges should link Downtown and the River; the civic and natural resources of Truckee should be linked together in the Downtown Area.

Conservation and Open Space Policy 8.5
Cooperate with the Truckee-Donner Recreation and Parks District to improve and maximize the use of existing recreational facilities, and to plan for new facilities to accommodate residents and visitors. Work with the District to update and implement their Parks Master Plan.

Conservation and Open Space Goal 9
Protect cultural and historic resources and accommodate public access as appropriate.

Conservation and Open Space Policy 9.1
Require evaluation of impacts to cultural resources for projects which involve substantial site disturbance.

Conservation and Open Space Policy 9.2
Encourage appropriate reuse of historic structures for housing, public recreation, and commercial uses without compromising their historic character.

Conservation and Open Space Policy 9.3
Maintain regulatory standards that protect and preserve the historic quality of the Downtown Historic District and other historic structures in Town.

Conservation and Open Space Policy 9.4
Request the inclusion of significant sites or districts in the Federal or State Historical Register based on the recommendation of local historical societies or a qualified professional archaeologist/historian.

Conservation and Open Space Policy 9.5
Encourage and cooperate with the private sector in the implementation of innovative techniques intended to preserve archaeological and historic sites by gift, private conservancies and easements.

Conservation and Open Space Policy 9.6
Work with State Parks, the Recreation and Parks District, the Historical Society, the Truckee Donner Land Trust, and other appropriate entities to increase opportunities for public recreation and access to historic sites as appropriate.

Conservation and Open Space Goal 10
Encourage conservation of energy and fuel resources and strive to reduce generation of solid waste.

Conservation and Open Space Policy 10.1
Adopt a solar access ordinance that establishes development standards to actively encourage solar access in all new residential development.

Conservation and Open Space Policy 10.2
Maximize opportunities for passive or natural heating opportunities in review of new development applications for private and public facilities.

Conservation and Open Space Policy 10.3
Encourage curbside recycling programs and/or community collection.

Conservation and Open Space Policy 10.4
Prepare and adopt a Source Reduction and Recycling Element. Coordinate with Nevada County in the preparation of the county-wide Integrated Waste Management Plan and the Hazardous Waste Management Plan.

Conservation and Open Space Goal 11
Achieve and maintain ambient air quality standards established by the U.S.

Environmental Protection Agency and the California Air Resources Board; and minimize public exposure to toxic, hazardous, or odoriferous air pollutants.

Conservation and Open Space Policy 11.1
Work with the Northern Sierra Air Quality Management District (NSAQMD) to develop and implement an Air Quality Management Plan for controlling respirable particulates (PM10).

Conservation and Open Space Policy 11.2
Multi-family residential, commercial, industrial, and other discretionary development shall be consistent with the goal and policies of the Town Particulate Matter Air Quality Management Plan.

Conservation and Open Space Policy 11.3
Continue to enforce Ordinance 93-35 to minimize PM10 emissions from fireplaces and other solid fuel burning appliances.

Conservation and Open Space Policy 11.4
Non-paved roads for new development and subdivisions (excluding single family residences, secondary residential uints, and duplexes on existing lots) shall be paved to the extent necessary to offset 100% of the PM10 emissions generated by the development and subdivision traffic. New non-paved roads shall not be allowed for new development and subdivisions except for single family residences, secondary residential units, and duplexes on existing lots and subdivision roads that provide access to four or less parcels.

Conservation and Open Space Policy 11.5
Work with the NSAQMD to expand air quality monitoring programs in Truckee for PM10, Carbon Monoxide, and other regulated pollutants.

Conservation and Open Space Policy 11.6
Work to reduce motor-vehicle air pollution by developing programs to improve traffic flow during peak travel times and special events and to encourage alternative fuel programs for fleet operators.

Conservation and Open Space Policy 11.7
Work with energy providers to encourage community-wide reductions in energy consumption through conservation practices.

Examples of actions to encourage include innovative technologies for heating and hot water heating, solar energy, or special building techniques resulting in greater insulation and less need for energy.

Conservation and Open Space Policy 11.8
Promote the use of public transit within Truckee and between the Town and ski resorts and other destinations in the Tahoe area.

Conservation and Open Space Policy 11.9
Coordinate with major ski areas to provide information on public transit and ride sharing to their employees.

Conservation and Open Space Policy 11.10
Review all discretionary projects for industrial and commercial uses for potential impacts created by unpleasant odors.

Conservation and Open Space Goal 12
Encourage project design that protects air quality and minimizes direct and indirect emissions of air contaminants.

Conservation and Open Space Policy 12.1
Reduce automobile dependency by permitting mixed land use patterns which locate services such as banks, child care facilities, schools, neighborhood shopping centers and restaurants in close proximity to employment centers and residential neighborhoods.

Conservation and Open Space Policy 12.2
All discretionary development applications shall be reviewed to determine the need for pedestrian/bike paths connecting to adjacent development and services in order to provide alternatives to automobile transportation.

Conservation and Open Space Policy 12.3
Require significant developments to assess and mitigate long-term and short-term air quality impacts, including particulate matter impacts in accordance with the objectives and control strategies of the Particulate Matter Air Quality Management Plan. Cooperatively review these studies with the NSAQMD.

INTRODUCTION

As required by Government Code Section 65302(g), the Safety Element addresses the following issues:

- Seismically induced surface rupture, ground shaking, ground failure, seiche, and dam failure

Truckee is located in an area of earthquake faults, but is not considered a high hazard area.

- Slope instability leading to mudslides and landslides

Snow avalanche is also an important concern in the Truckee area.

- Subsidence and other known geologic hazards
- Flooding

Areas subject to flooding are shown on Plate 3. These are primarily confined to the areas along the rivers and creeks.

- Wildland and urban fires
- Evacuation routes
- Peakload water supply requirements
- Minimum road widths
- Clearances around structures

Truckee is in a high fire hazard area.

POLICIES

Safety Goal 1
Establish standards to reduce threat of hazards to life and property, and direct new development away from natural hazard areas.

Safety Policy 1.1
In Residential and Residential Cluster designations, new residential development shall be clustered to avoid areas of hazard, including high fire hazard, steep slopes, areas of unstable soils, avalanche, or flooding.

Safety Policy 1.2
Building construction associated with new discretionary development shall be located outside of avalanche hazard areas.

Safety Policy 1.3
Update avalanche zoning studies and modify the Development Code as necessary to respond to updated avalanche information.

Safety Policy 1.4
Continue to identify avalanche hazard areas, and to enforce special standards for construction in avalanche hazard areas.

Safety Goal 2
Coordinate with responsible agencies to reduce threats from natural and man-made hazards.

Safety Policy 2.1
Coordinate with other emergency response agencies to develop an Emergency Response Plan including measures to respond to fire,

earthquake, blizzard, dam failure, hazardous materials spills, and other disasters.

Safety Policy 2.2
Maintain land use and development patterns in the vicinity of airports that reflect and are consistent with adopted Comprehensive Airport Land Use Plan.

Safety Policy 2.3
Continue to work with appropriate local, state and federal agencies (particularly FEMA) in maintaining the most current flood hazard and floodplain information as a basis for project review in order to limit development in such areas in accordance with federal, state and local standards.

Safety Policy 2.4
Continue to participate in the National Flood Insurance Program.

Safety Policy 2.5
Establish design standards to provide effective storm drainage facilities.

Safety Policy 2.6
Prevent increases in downstream flooding potential through establishment of guidelines which regulate the rate of off-site run-off for projects which require Town review and approval.

Safety Policy 2.7
Require that adequate emergency water flow, emergency vehicle access, and evacuation routes be available with approval of any new development.

Safety Policy 2.8
Cooperate with the Fire District to implement fire safety ordinances to attain and maintain "defensible space" to minimize wildland fire hazards. Defensible space may include revegetation with less flammable species, such as fire resistant native and adapted species, and the use of mulch to prevent erosion on bare soil.

Safety Policy 2.9
Reduce fire hazard through cooperative fuel management activities. Cooperate with the Truckee Fire Protection District, the California Department of Forestry, and the U.S. Forest Service in order to identify opportunities for fuel breaks in very high fire hazard severity zones and to ensure that fire breaks are provided where necessary and appropriate.

Safety Policy 2.10
Cooperate with the Truckee Fire Protection District, the California Department of Forestry, and the U.S. Forest Service in fire prevention education programs.

Safety Policy 2.11
Coordinate with the Nevada County Environmental Health Department in the review of all projects which require the use, storage, or transport of hazardous waste to ensure necessary measures are taken to protect public health and safety.

INTRODUCTION

The Noise Element of the General Plan is mandatory pursuant to State law (California Planning and Zoning Law, Section 65302(f)) and must recognize guidelines adopted by the California Office of Noise Control. More importantly, the Noise Element should provide a systematic approach to:

- The measurement and modeling of noise;
- The establishment of noise standards;
- The control of major noise sources; and
- Community planning for the regulation of noise.

This Element is a guide used to identify and mitigate noise problems. It establishes uniformity between local policy and programs undertaken to control and abate environmental noise. It also serves as a guideline for compliance with the State's noise insulation standards.

The California Government Code and Office of Noise Control guidelines require that certain major noise sources and areas containing noise sensitive land uses be identified and quantified by preparing generalized noise exposure contours for current and projected levels of activity within the community. It is intended that noise data developed for the General Plan serve as a basis for achieving land use compatibility with respect to noise through the long range planning and project review processes. It is also intended that noise exposure information be used to provide baseline information and noise source identification for use in formulating and enforcing a local noise control ordinance. This ordinance provides the mechanism to control noise from existing land uses to ensure long-term compatibility between uses.

Noise is usually defined as "unwanted sound". It consists of any sound that may produce physiological or psychological damage and/or interfere with human communication, work, rest, recreation, and sleep. People recognize that noise has become an environmental pollutant that threatens our quality of life.

Sound intensity or acoustic energy is measured in decibels (dBA) that are weighted to correct for the relative frequency response of the human ear. For example, an A-weighted noise level includes a de-emphasis on high frequencies of sound that are heard by a dog's ear, but not by a human's ear. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Unlike linear units (inches or pounds), decibels are measured on a logarithmic scale, representing points on a sharply rising curve. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very annoying).

LAND USE COMPATIBILITY

The State Office of Noise Control has developed guidelines showing a range of noise standards for various land use categories. The

compatibility matrix is intended to provide guidance for the development of municipal noise elements, which should be tailored to reflect existing noise and land use characteristics. The matrix defines noise in terms of a community noise equivalent level (CNEL) expressed in decibel units (dB or dBA) that measure sound intensity. The CNEL measurement accounts for noise levels which occur over a 24-hour period. Noise levels occurring during evening and night-time hours are weighted more heavily than daytime noise in recognition of increased sensitivity to sound during these hours.

California noise insulation standards were officially adopted by the California Commission of Housing and Community Development in 1974. In November, 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, California Code of Regulations). The ruling states that "Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either Ldn or CNEL, consistent with the noise element of the local general plan." Additionally, the commission specifies that multi-family residential buildings or structures to be located within exterior CNEL (or Ldn) contours of 60 dB or greater of an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior CNEL (or Ldn) of 45 dB.

Table 6.1 establishes the compatibility and the acceptable planning limits of exterior noise for various land uses in Truckee. The matrix will be used as a guideline by the Town and development project proponents to determine the compatibility of land uses within a certain noise environment. Standards for both sensitive land uses (homes, schools, hospital, congregate care facility) and those uses considered less sensitive (commercial, office, industrial, recreation areas) are provided. This matrix should be utilized for new development and transportation system projects to ensure long-term noise compatibility in the Town. The standards identified are consistent with the State Office of Noise Control Guidelines and the California Noise Insulation Standards.

A Normally Acceptable designation indicates that the specified land use is compatible, assuming standard construction practices are used. A Conditionally Acceptable designation requires that no new construction or development be undertaken until a detailed noise analysis is performed, and any necessary noise insulation features included in the design. A Normally Unacceptable designation suggests that new land uses should be discouraged, but that development may proceed after a detailed noise analysis is performed and any necessary noise insulation features are included in project design. A Clearly Unacceptable designation identifies that the land use is not compatible and new construction should not be undertaken.

TABLE 6.1
STANDARDS FOR LAND USE COMPATIBILITY WITH NOISE
(dBA CNEL)

Land Use	Exterior Noise Levels			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential; Mobile Homes	Up to 60	60 - 65	65 - 75	Above 75
Office; Medical; Light Industrial	Up to 70	70 - 75	--	Above 75
Hospital; School; Congregate Care	Up to 65	65 - 70	70 - 80	Above 80
Hotel; Commercial	Up to 70	70 - 75	--	Above 75
Neighborhood Parks; RV Parks	Up to 65	65 - 75	--	Above 75
Other Recreation: Community and Regional Parks	Up to 70	70 - 75	75 - 80	Above 85

EXISTING NOISE ENVIRONMENT

As a prerequisite to an effective noise program, a community must be cognizant of the location and extent of local noise problems, namely: major noise source locations, noise sensitive receptor locations and current levels of exposure. This data can then be utilized to focus noise control and abatement efforts where they are most needed. In some cases, the control of noise sources will be beyond the Town's jurisdiction. However, by recognizing these limitations, more effective land use strategies can be developed.

The ambient noise environment is characterized in the Noise Study contained in Volume II, the Technical Appendix. Noise measurements taken throughout the Town adjacent to roadways indicate a range of noise between 52 and 71 dBA. Other sources generated noise levels ranging from a leaf blower at 78 dBA to a car horn at 42 dBA. Barking dogs were 65 dBA, a lawn mower was 71 dBA and home shop tools were 59 dBA. A noise measurement was also taken of a Southern Pacific Transportation Company freight train, monitored at 82 dBA at 30 feet from the tracks. The Noise Study provides a detailed discussion of the existing noise

environment, including noise contours for all major noise sources within the Town.

FUTURE NOISE ENVIRONMENT

The major noise sources in Truckee will continue to be transportation related: roadways, trains and aircraft. To a lesser degree, industrial sources such as mining and aggregate processing operations are also significant noise sources. These sources, as well as individual stationary and industrial noise generators, must be considered in the planning process to ensure long-term noise compatibility.

The Technical Noise Study contained in Volume II, the Technical Appendix, provides detailed noise contour information for future motor vehicle noise throughout the Town. These contours are graphically depicted in Plate 6, along with train noise contours and Truckee Tahoe Airport noise projections for the year 2010. Future vehicle noise is based on the land uses and projected traffic volumes found in the Land Use and Circulation Elements of this General Plan. Train noise is taken from existing levels in the Noise Study since it is impossible to predict future levels of train usage.

The increase in noise levels from existing to future identifies those locations where anticipated noise impacts may occur. The greatest increases in noise are projected in the downtown area and just to the north where Interstate 80, State Route 89 and State Route 267 converge. Roadways in that vicinity (West River Road and Prosser Dam Road) show the largest increase, possibly because existing noise levels are fairly low. New roadways also generate substantial noise increases in the ambient environment since there are now master planned roadways in this vicinity. Airport noise contours also show a substantial increase to future conditions and must be addressed by any new developments planned nearby.

Table 6.2 provides the range of distance to the 65 CNEL contour projected along area roadways. Sensitive receptors located within the 65 CNEL contour adjacent to these roadways may be impacted by future noise levels. This is particularly true with older homes that take direct access from the roadway or where individuals in outdoor activity areas can see directly to vehicles driving behind their homes, with no intervening barriers. Outdoor activity areas are defined as locations in the front or rear yards where people congregate. Examples include swing sets, child play areas, picnic tables, bar-b-ques, swimming pools, and front porch areas which are clearly in use.

POLICIES

Noise Goal 1
Provide appropriate exterior and interior noise environments for land uses to protect citizens from excessive noise.

Noise Policy 1.1
Require all new development projects to comply with the standards identified in the Land Use Compatibility with Noise Table in this element, and the California Noise Insulation Standards for interior noise levels.

Noise Policy 1.2
Allow land uses within Normally Unacceptable categories only when it is in the greater interest of the citizens of Truckee.

Noise Policy 1.3
Require proponents of new residential developments within the 55 CNEL contour of Truckee Tahoe Airport to evaluate aircraft noise and incorporate mitigation that is sufficient to bring interior levels to 45 CNEL.

Noise Policy 1.4
Establish truck routes outside residential areas.

Noise Goal 2
Minimize land use conflicts resulting from noise.

Noise Policy 2.1
Develop and adopt a Municipal Noise Ordinance to limit the maximum permitted noise levels which cross property lines and impact adjacent land uses consistent with the standards presented in this Element.

Noise Policy 2.2
Regulate noise from non-emergency construction activities through the Municipal Noise Ordinance.

Noise Goal 3
Address noise issues in the planning and permitting process.

TABLE 6.2
FUTURE 65 CNEL RANGE (IN FEET)

Arterial Roadways	Distance from Roadway Centerline
State Route 89	67-208
Interstate 80	213-243
State Route 267	53-81
State Route 267 Bypass	119-124
Northwoods Boulevard	54
Donner Pass Road	30-74
Commercial Row	50-62
West River Street	65
Glenshire Drive	88
Prosser Dam Road	Within right-of-way
Tahoe Donner Connector	49

Noise Policy 3.1
Mitigate all significant noise impacts as a condition of project approval.

Noise Policy 3.2
Require preparation of a noise analysis with recommendations for design mitigation for all proposed projects which will result in potentially significant noise impacts to nearby noise sensitive land uses, such as residential areas.

Noise Policy 3.3
Require preparation of acoustical studies and provision of appropriate mitigation for ultimate noise for all proposed noise-

sensitive projects within noise-impacted areas.

Noise Policy 3.4
For projects in close proximity to existing and planned roadways, utilize the ultimate roadway capacity at Level of Service D or E as appropriate and the posted speed limit in modeling maximum future noise impacts.

Noise Policy 3.5
As an alternative to construction of sound walls, require developers to use site design techniques, buildings setbacks, and alternative architectural layouts as a means of meeting noise reduction requirements.

Noise Policy 3.6
Prohibit projects for which it is not possible to successfully mitigate noise levels to comply with Standards for Land Use Compatibility with Noise.

INTRODUCTION

The Housing Element of the Truckee General Plan identifies and establishes the Town's policy relative to the maintenance and development of housing to meet the needs of existing and future residents. It establishes policies that will guide Town decision-making, and sets forth an action program to implement housing goals through 1999 to reflect the statutory extension of the planning period of two years for all housing elements. These commitments are an expression of the statewide housing goal of "attaining decent housing and a suitable living environment for every California family", as well as an expression of the concern of Truckee residents for the attainment of a suitable living environment for every Truckee household.

PURPOSE

The purpose of the Element is to establish official policy which:

1. Identifies housing needs, and inventories resources and constraints that are relevant to meeting these needs. The assessment and inventory includes:
   - Community Profile
   - Housing Profile
   - Land Resource Inventory
   - Governmental and Non-Governmental Constraints Analysis
   - Analysis of Special Needs Housing
   - Identification of Assisted Units "At Risk" of Conversion
2. Identifies the community's goals, and policies relative to the maintenance, improvement, and development of housing.
3. Identifies a program which sets forth a schedule of actions the Town of Truckee is undertaking or intends to undertake to implement the policies and achieve the goals of the housing element through the administration of land use controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state subsidy programs.

The Housing Element has been designed to address key housing issues in the Town. These issues include the provision of a mix and balance of housing types and costs to meet the needs of all segments of the community, provision of affordable housing for special needs groups in the community, and the maintenance of the existing affordable housing stock found predominantly in the "Gateway" and downtown. The Housing Element has been designed to meet the requirements of Housing Element law.

CONSISTENCY WITH STATE PLANNING LAW

The Housing Element is one of the seven General Plan elements mandated by the State of California. Sections 65580 to

65589.5 of the California Government Code contain the legislative mandate for the housing element. State law requires that a Housing Element consist of "*an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives and scheduled programs for the preservation, improvement and development of housing*" (Section 65583).

State law is very specific on the content of the Housing Element and makes it clear that the provision of affordable housing is the responsibility of all local governments. It expects each locality to contribute its fair share toward regional housing needs and to contribute to the attainment of State housing goals.

GENERAL PLAN CONSISTENCY

The Housing Element is one of seven elements of the Truckee General Plan. The goals, policies and programs within this element relate directly to, and are consistent with all other elements. The Housing Element identifies programs and resources required for the preservation, improvement and development of housing to meet the existing and projected needs of the Town's population.

The Housing Element is affected by development policies contained in the Land Use Element, which establishes the location, type, intensity and distribution of land uses throughout the Town. In designating total acreage and density of residential development, the Land Use Element places an upper limit on the number and types of housing units constructed in the Town. The acreage designated for a range of commercial and office uses creates employment opportunities at various income groups. The presence and potential for jobs affects the current and future demand for housing at the various income levels in the Town.

The Circulation Element also affects the implementation of the Housing Element. The Circulation Element establishes policies for providing essential streets and roadways to all housing that is developed. The policies that are contained in the other elements of the General Plan affect the quality of life that citizens expect, the amount and variety of open space and recreation areas, acceptable noise levels in residential areas, and programs to provide for the safety of the residents.

The Housing Element utilizes 1990 Census data, 1994 field surveys and data generated from the General Plan Program, and is consistent with existing and projected population, employment and housing figures presented in the Truckee General Plan.

SCOPE AND CONTENT

The Housing Element is organized in the following manner:

- ***Introduction*** - Includes a statement of the purpose of the Housing Element and statutory requirements, a statement of the relationship between the Housing Element and other General Plan elements, the scope, content and

organization of the Element, and summarizes the public participation process.

- ***Summary of Key Housing Issues*** - Includes a discussion of key housing needs and program planning issues which are addressed in the Housing Element.

- ***Existing Conditions/Background*** - Discusses characteristics of the population, households and housing in Truckee, growth and employment trends, and housing stock costs/rents.

- ***Housing Needs*** - Includes an analysis of groups in the Town which may have special housing needs, the implications of affordability of housing stock in relation to household income, and projected housing needs.

- ***Housing Constraints*** - Includes a discussion of governmental, market/economic and physical constraints to the development of housing and opportunities for energy conservation which affect housing costs and production.

- ***Residential Land Resources*** - Includes an inventory of land available for residential development.

- ***Goals and Policies*** - Includes a description of the Town of Truckee's policies relative to the accommodation of future household growth in the region and development of affordable housing.

- ***Housing Plan Implementation Measures*** - Includes a summary of the various actions, programs and strategies the Town of Truckee will take to implement the Housing Element goals and policies.

- ***Quantified Objectives*** - Includes a summary of the number of housing units that will be constructed, rehabilitated and preserved over the planning period.

PUBLIC PARTICIPATION

In the preparation of a housing element the locality is required to make a diligent effort to achieve public participation from all economic segments of the community. This housing element has been prepared as part of the Town of Truckee's first General Plan. Throughout the General Plan process the Town has actively encouraged public input.

In the preparation of the Housing Element, a number of organizations and agencies that provide housing, or housing related services, were contacted. Responses from these groups were important to the preparation of the housing needs assessment, and provided guidance to the development of the housing programs.

Several meetings were held with the Tahoe Truckee Housing Corporation to discuss the Town's housing needs and the development of policies and programs to address the needs. In addition, the Town participated in an Affordable Housing Roundtable conducted by the Housing Corporation.

The General Plan process involved publicly noticed Public Hearings before the Planning Commission and the Town Council, as well as the availability of the Element for public review at the Town Hall and other locations where copies could be obtained. In an effort to ensure the residents of the Town remained informed regarding the process for developing the Housing Element and the entire General Plan, the Town periodically prepared and distributed newsletters explaining how the plan was being prepared and the issues before the Council for consideration. Public Hearings on the Plan were broadcast on the local cable channel, as a further means of providing the Town's residents the opportunity to follow the development of the Plan and provide input.

SUMMARY OF KEY HOUSING ISSUES

The Town of Truckee faces increasing development pressures but is desirous of maintaining its mountain community character. The Housing Element promotes a mix and balance of residential development options available to existing and future residents of the Town.

HOUSING AFFORDABILITY

State housing policy recognizes that cooperative participation of the public and private sectors is necessary to expand housing opportunities to all economic segments of the community. Historically, the private sector has responded to the majority of the community's housing needs through the provision of market-rate housing. However, due to economic conditions and trends in the state, the affordability of low density market rate housing is declining.

The correlation between income deficiencies and housing problems (affordability and maintenance) indicates the need to develop the means to assist very low and low-income households with their housing needs. In addition to the challenge of meeting current housing needs, provision must also be made to satisfy the housing needs of the future. In general, it is reasonable to expect that low income families will, in many cases, continue to be unable to satisfy their housing needs through the market rate inventory, making government assisted housing programs essential.

It is a primary goal of the Town of Truckee to adopt local policies and procedures to provide affordable housing to its residents that do not unreasonably add to escalating Town costs.

The Town of Truckee will need to address a number of specific concerns which may prove critical to meeting future housing needs. Future housing needs will increasingly be translated into greater demand for more affordable housing types like multiple family units and creative mixed-use products. While the Land Use Plan provides for a full range of housing types and densities, future decisions of the Town regarding public improvements, zoning and development standards will determine the extent to which multiple family housing and creative housing

products will be successfully utilized in meeting anticipated housing needs.

PROJECTED HOUSING NEED

The Town of Truckee has experienced significant growth over the past decade. According to the U.S. Census, between 1980 and 1990, both the population and total number of housing units increased 65 percent. In the 1980s and early 1990s, most of the residential construction was for the single-family and second home resort market rather than the multiple-family market. However, some single family housing affordable to lower income households exists in the Town, providing housing prices which are low enough that some households will be able to find affordable market rate housing as purchasers or renters. In addition, many low and very low-income households will find affordable housing through upward mobility of other households.

Individuals and households with "special needs" are those whose housing requirements go beyond just a safe and sanitary dwelling at an affordable price and include either unique physical or sociological requirements, or both. Included in this category are: senior citizens and handicapped persons, who have particular physical needs as well as sociological needs unique to their group; large families who need four, five, or more bedrooms in a dwelling; homeless persons, who cannot afford permanent housing; and families with female heads of households, who often represent unusually high percentages of very low and low income households as well as having needs related to location and size of unit.

Not all persons and households in Truckee with "special needs" are in the lower income groups, but it is assumed that where sufficient income is available, these special needs can be satisfied. Special needs groups with low or limited incomes are those targeted by the implementation plan.

AVAILABLE LAND INVENTORY

The General Plan establishes land reserved for residential growth. These acreages include vacant and undeveloped lands presently within the Town of Truckee that are adjacent to or within service range from public sewer, water and street systems.

HOUSING REHABILITATION AND CONSERVATION

Although the assessment of current housing needs indicates that the majority of Truckee's population is adequately housed, it also illustrates that a certain segment of Truckee households are experiencing housing quality problems.

Part of this problem stems from the fact that many dwellings were built prior to Town administered building codes, design review, and planning regulations. In other cases, development occurred without supportive roadway or sewer infrastructure and facilities.

CONSTRAINTS TO AFFORDABLE HOUSING

Many factors affect the ultimate cost of housing to the consumer, be it rental or owner occupied. Factors which either prevent construction or raise the cost of construction and/or improvement of housing can be considered constraints. Some of these constraints are the result of local governmental actions, policies, regulations and standards, and some are non-governmental market factors. However, governmental and non-governmental constraints are interrelated and affect one another. Therefore, action programs which influence governmental constraints can also affect non-governmental constraints.

EQUAL HOUSING OPPORTUNITY

Although essential to meeting housing needs, the provision of a sufficient number of dwelling units will not in itself ensure that the entire population will be adequately housed. For example, households with insufficient income to purchase or rent quality housing, may be denied a choice of housing location, adequate size or type because appropriate housing at acceptable cost is not adequately dispersed throughout the community.

Although inadequate distribution of affordable housing within a community or region is an important constraint to choice, discrimination due to race, religion or ethnic background is an equally significant factor affecting the renting or sale of housing. The Town provides for a variety of housing types and densities to meet the needs of its residents, and upholds fair employment and housing practices. In order to prohibit housing discrimination practice in accordance with national fair housing law, effective implementation of housing programs is contingent on full coordination with federal, state and local agencies involved in the provision of housing, or housing related services.

ENERGY CONSERVATION

On a regulatory level, the Town enforces the State Energy Conservation Standards (Title 24, California Administrative Code). These building codes provide a great deal of flexibility for individual builders to achieve a minimum "energy budget" through the use of various performance standards. These requirements apply to all new residential and commercial construction.

COMMUNITY PROFILE

The housing needs of the Town of Truckee are determined by the characteristics of the population (age, household size, employment, ethnicity) and the characteristics of housing available to them (number of units, tenure, size, cost, etc.) The housing stock is seldom perfectly suited to all of the residents of a community because life situations change and different types of housing are needed at different stages of one's life. This section explores the characteristics of the existing and projected population and housing stock in order to define the extent of unmet housing needs in the community. This information helps to provide direction in generating the Town's Housing Element goals, policies, and programs.

POPULATION

The Town of Truckee is one of three incorporated cities located in Nevada County representing 42.8 percent of the incorporated area. The County is experiencing tremendous growth, and is one of the fastest growing regions in the State of California. The dramatic growth in Nevada County during the 1970 to 1990 period occurred primarily in the unincorporated area of the County. The eastern portion of the County which is now largely within the incorporated Town of Truckee grew at a greater rate than the rest of the County. The proportion of population within the unincorporated areas increased from 72 percent in 1970 to 82 percent in 1990. With the incorporation of the Town of Truckee, which represents 11.4 percent of the County total, the proportion of population within unincorporated areas of the County was reduced to 70.6 percent of the total population.

From 1980 to 1990, the population in the eastern unincorporated County (including Truckee) increased by 65.4 percent, from 5,696 in 1980 to 9,420 in 1990. The Town of Truckee constitutes 95 percent of the population in Eastern County. Although the numerical change in population is less than the western unincorporated County, growth was proportionately higher in the Truckee area.

During the same ten-year period (1980-1990), the population of Nevada County increased 52 percent, from 51,645 in 1980 to a population of 78,570 in the 1990 Census. The 1994 Town of Truckee population was estimated at 10,492 persons.

Truckee was the fastest growing incorporated city in Nevada County. The population of Nevada County as a whole grew by 52 percent. Between 1980 and 1990, Nevada City grew by 17.4 percent, Truckee by 60.9 percent, and Grass Valley by 35.1 percent. The entire County averaged an annual growth rate of five percent.

SEASONAL POPULATION

The seasonal or part-time resident population is not counted by the Census Bureau. All citizens of the United States are classified according to the location of their primary residence. The California Department of Finance provides a yearly estimate of total built housing units and an estimate of the number of vacant units. In the case of cities that have a significant number of part-time residents, such as resort communities like Truckee, the number of vacant units reflects the number of units that are not occupied year-round, as well as those that are ready for year-round occupancy but as yet have not been inhabited.

As of January 1, 1990, the total vacancy rate for Truckee was estimated at 52.8 percent with 3,661 vacant units. This includes 1,985 units identified as seasonal, 1,494 units identified as other, and 182 for rent or sale. Assuming that the vacancy rate of units inhabited by year-round residents is four percent (typical for areas with little or no seasonal population), the remaining 49

percent of all housing units in Truckee are used by seasonal residents. Thus, approximately 3,479 dwelling units are occupied only part of the year. With an average occupancy of 2.7 persons per unit, it is estimated that 5,360 persons live in Truckee for some part of the year, but have a primary residence elsewhere. An additional 4,034 persons, based on the "other" vacant category, may reside in Truckee part of the year, or these units may constitute absentee tourist facilities.

AGE COMPOSITION

The 1990 census breaks the population into age categories which give a picture of the age composition of the residents of Truckee. This composition can be compared to the Nevada County population as a whole, and to the population of the State of California.

When compared to the population distribution for the state, it is apparent that Nevada County's population is skewed towards higher age brackets. Within Truckee however, for each age group beginning with the 45-54 year bracket, Truckee's percentages were lower than both Nevada County and the State. Particularly high differences were found in the population 65 and over, represented by only 5.3% of the Truckee population, as compared to 18.15 % in the County and 10.5% in the State.

The population is highly skewed to the middle age groups between 25-44 which account for 45.4%. Statistics indicate that the 30-34 year and 35-39 year age brackets are the largest single age groupings in the Town, at 13.2% and 14.9% respectively. School age children under 18 account for 27.7 percent of the population, exceeding both County and State proportions. The median age of the overall population in the Town is 33 years.

RACE AND ETHNICITY

The US Census provides statistics regarding the race and ethnicity of a city's population. Truckee is primarily comprised of persons classified as White, not of Spanish Origin. The results of the 1990 Census show a population mix of 89.3 percent Caucasian, 8.5 percent Hispanic, 1.6 percent American Indian, and .6 percent Asian. Table 7.3 highlights the ethnic distribution of the population for 1990.

The number of minorities in the overall population for 1990 represents approximately 11.6 of the total population. Although the racial and ethnic composition of the 1980 and 1990 household is very similar, the Hispanic population demonstrated the strongest growth in ethnic population in the Town, more than doubling their proportion.

TABLE 7.1
POPULATION GROWTH
1980-1994

City/Region	1980[1]	1990	1980-1990 Growth		1994[2]	1990-1994 Growth	
			%	#		%	#
Truckee	5,539	8,912	60.9	3,373	10,492	17.7	1,580
Unincorporated Area	36,978	57,695	56.0	20,717	64,112	11.1	6,417
Nevada County	51,645	78,510	52.0	26,865	87,172	11.0	8,662

1. The 1980 Truckee population includes the unincorporated areas that are presently within the Town's sphere, but not incorporated. The figure shown in this table is higher than that commonly shown for the incorporated community of Truckee in 1990.

2. California Department of Finance, Population Estimates, January 1, 1994.

Source: Nevada County Draft General Plan, 1990 Census.

TABLE 7.2
POPULATION BY AGE

Category	Truckee %	Nevada County %	California %
Under 5 years	9.2	6.24	8.06
5-17	18.5	17.95	17.99
18-20	2.6	2.79	4.74
21-24	4.3	2.81	6.72
25-44	45.4	30.77	34.70
45-54	9.0	10.86	9.75
55-59	3.0	4.59	3.81
60-64	2.9	5.83	3.69
65-74	4.0	11.54	6.24
75+	1.3	6.62	4.30
Total Population	100%	100%	100%
Under 18 years	27.7	24.19	26.04
65 years and over	5.3	18.15	10.54

Source: 1990 Census

EMPLOYMENT

The economy of Nevada County has traditionally been a tourist, resort, second home, and retirement economy.

The Truckee economy shows greater dependence on the industries of construction and mining, retail trade and government, when compared to Nevada County. This condition is consistent with Truckee's role as a local center for governmental services, a retailing center (including highway-oriented retail), and a base of the construction industry for much of the activity within the Tahoe Basin. The Truckee economy shows less prominence within the sectors of manufacturing, wholesale trade and services. This latter condition reflects a limited export base for Truckee, and opportunities for economic diversification.

TABLE 7.3
ETHNIC BACKGROUND OF TRUCKEE
1990 POPULATION

Ethnic Group	1990	
	Number	Percentage
Caucasian	7,958	89.3
Spanish Origin	760	8.5
Black	0	---
Asian	55	.6
American Indian	139	1.6
TOTAL	8,912	100%

Source: 1990 Census

According to the U.S. Census, there were 4,190 persons between the ages of 16 and 64 in the Town's labor force in 1990, which is an increase from 2,809 in 1983. Employment in 1994 is estimated at 4,986.

During the 1983-89 period, employment is estimated to have grown an average of 230 jobs per year. In the 1989-94 period, growth in construction and mining, and manufacturing has been significantly constrained. Growth occurred primarily in the retail trade, finance, state and insurance.

Many Truckee residents work in other communities, while residents from other cities work in Truckee. The local working force comprised of Truckee residents who both live and work in the Town was estimated at 875 (approximately 30 percent of the total resident working force) by the 1990 census. Approximately 22 percent of the labor force worked in another County. Over 14 percent worked in another state, most likely, Nevada.

As shown in Table 7.4, the largest industry is retail services, which accounts for 25.2 percent of the total jobs in the Town. In 1990, 59.1 percent of the Truckee workforce worked in white collar jobs, while 40.9 percent were in blue collar occupations. Of those in white collar jobs, 3.3 percent were managerial/ executive positions, 9.6 percent were in sales, 14.9 percent were in clerical/administrative positions, and 3.3 percent were professional/technical

positions. For blue collar workers, 15.7 percent were in service occupations, 14.8 percent were in production/ craft/repair positions, 9.0 percent were operators and laborers, and 1.5 percent were in farming /forestry/fishing jobs.

Retail expansion, for example, the outlet mall, has occurred in Truckee. Economic analysis done for the General Plan showed that Truckee has not fully exploited this opportunity. The economic analysis also showed that opportunities exist for the development of additional hotel/lodging businesses. In the area of business and professional services, Truckee has shown expansion and diversification. It is likely that this expansion and diversification can continue as Truckee maintains its position as a regional center for the Tahoe Basin and eastern Nevada County. It is clear that Truckee serves as a regional governmental center for eastern Nevada County. Expanded state and federal government activities may be appropriately located in Truckee as the area grows.

Labor force characteristics of the 1990 Truckee population are presented in Table 7.5. Approximately 78.5 percent of the population 16 years and over was in the labor force in 1990. Of the 5,218 persons in the labor force, 95.1 percent, or 4,961 were employed, reflecting a 4.9 percent unemployment rate.

GENERAL INCOME CHARACTERISTICS

The median household income in Truckee is significantly higher than the Nevada County median household income of $32,200. According to the 1990 census, the 1989 median household income in the Town was $40,012. Household income estimates (1990) by total households and families are found in Table 7.6.

Comparison of Census data for family income compared to household income indicate that the median family income exceeds the median household income in the Town. The Census data indicate that proportionately a higher percentage of families fall in the higher income ranges, with 26.2 percent of the families with incomes over $60,000, as compared to 21.8 percent of the households; and 24.2 percent of the families with incomes in the $45,000-59,999 range, as compared to 19.9 percent of the households. The converse is evident in the lower income category. Approximately 10.7 percent of the households in Truckee fall below the $14,999 income range, whereas 7.6 percent of the families fall within this lower income category. Family households comprise 71.1 percent of all households.
The remaining 28.9 percent are non-family households. The majority of non-family households are represented in lower income categories, with 21.1 percent earning below $15,000, 33.3 percent earning between $15,000 and $30,000, and only 9.4 percent earning above $60,000.

Although the census classifications for income are not the same as the household income categories used by the State of California for housing affordability analyses, general comparisons can be made.

TABLE 7.4
TRUCKEE AND NEVADA COUNTY
ESTIMATED EMPLOYMENT BY INDUSTRY

Truckee Community	1983	1989	1994
Agriculture, Forestry, Fisheries	25	38	60
Construction and Mining	273	509	558
Manufacturing	32	171	162
Transportation, Communication, Utilities	66	35	39
Wholesale Trade	56	56	75
Retail Trade	917	1,072	1,254
Finance, Insurance, Real Estate	151	283	462
Services	353	607	698
Government	553	847	997
Self Employed	383	572	680
Total	2,809	4,190	4,986

Nevada County	1983	1989	1994
Agriculture, Forestry, Fisheries	50	50	79
Construction and Mining	700	1,450	1,715
Manufacturing	1,850	2,950	2,797
Transportation, Communication, Utilities	525	525	580
Wholesale Trade	225	375	686
Retail Trade	3,275	4,625	5,409
Finance, Insurance, Real Estate	725	1,050	1,451
Services	3,250	4,725	6,174
Government	2,900	3,725	4,406
Self Employed	2,822	4,070	4,869
Total	16,322	23,545	28,166

Source: Town of Truckee: General Plan
Economical Demographic Data Base, 1994

TABLE 7.5
1990 LABOR FORCE CHARACTERISTICS

Civilian Labor Force (persons 16+)	Total	Percent of Total
Not in the labor force	1,433	21.5%
In the labor force	5,218	78.5%
Total	6,651	100.0%
Employed	4,961	95.1%
Unemployed	257	4.9%
Total	5,218	100.0%

Source: Town of Truckee: General Plan Economic and Demographic Data Base 1990 Census, "Summary Tape File 3A", Census Tract 12.01 and Census Tract 12.02, excluding Block Group 2 of Census Tract 12.02.

Four household income categories are used by the State of California for housing affordability analysis: Very Low Income (50 percent of the mediam income), Low Income (51 percent to 80 percent of the median income), Moderate Income (81 percent to 120 percent of the median income), and Above Moderate Income (more than 120 percent of the median income). This method is consistent with definitions of low- and moderate-income households used in various Federal and State housing programs, e.g., Section 8 and State Density Bonus Law. It is based on an average household size of a family of four.

Table 7.7 estimates the distribution of Very Low, Low, Moderate, and Above Moderate incomes in the Town of Truckee. The distribution was constructed using HUD income limits, based on 1990 census data, as applied to Truckee. As shown in Table 7.7, the Above Moderate

income households constitute the largest grouping, accounting for 53.0 percent of all households. Approximately 26.0 percent of the households in the Town are lower income households, with 11.0 percent classified as Very Low, and the remaining 15.0 percent are Low income households. This data indicates that there is a need for housing affordable to the Very Low and Low income households, as well as a strong market for housing that serves the needs of the Moderate and Above Moderate income households. Lower income households may require housing with rents or payments below the payments associated with market rate housing. Often, payment assistance is needed from local, state and federal government agencies to

TABLE 7.6
1990 HOUSEHOLD INCOME ESTIMATES

Income Category	Households	% of Total Households	Families	% of Total Families	Non-Family	% of Non-Family
$0 - 14,999	355	10.7	175	7.6	201	21.1
$15,000 - 29,999	720	21.8	402	17.2	318	33.3
$30,000 - 44,999	847	25.7	585	25.1	267	28.1
$45,000 - 59,999	657	19.9	568	24.2	76	8.1
$60,000 +	716	21.8	614	26.2	89	9.4
Total	**3,295**	**100.0**	**2,344**	**100.0**	**951**	**100.**
Median Income	**$40,625**		**$45,126**		**$27,686**	
Average Income	**$46,581**		**$51,414**		**$32,598**	

Source: 1990 Census, Summary Table File 3.

TABLE 7.7
INCOME DISTRIBUTION IN TRUCKEE

Income Groups	% of Total Population	Number of Households 1990	1994
Very Low	11.0	362	428
Low	15.0	494	583
Moderate	21.0	692	816
Above Moderate	53.0	1747	2061
TOTAL	**100.0**	**3295**	**3888**

assist these households in getting adequate housing.

HOUSING PROFILE

This section provides an overview of the housing stock in the Town of Truckee. Analysis of past trends in the housing stock provides a method of projecting the future housing needs of Truckee.

Over the past 20 years, most of the housing unit growth in Nevada County occurred in the unincorporated area of the County. Following the 1980-1983 recession, the increase in the number of dwelling units in the unincorporated County was more than twice the incorporated areas. In the eastern portion of the County, particularly in the Town of Truckee, increase in number of housing units exceeded household formation. By the late 1980's, there were more than two housing units for every one household. Development in the Town of

Truckee accounted for more than one-quarter of the new units constructed between 1980 and 1990.

HOUSING CHARACTERISTICS

Data from the U. S. Bureau of Census indicates that the housing stock in the Town of Truckee increased by 3,355 units between 1980 and 1990, from 3,577 to 6,932 units. This change represents a 93.8 percent increase. The data summarized in Table 7.8 indicates that the growth of the housing inventory in the Town is continuing to increase.

There are three basic types of housing units for which data is presented: single-family units, which include both detached and attached units; multiple-family units, which include apartments, duplexes, triplexes, fourplexes; and mobile homes. The predominant type of dwelling unit in the Town of Truckee is the conventional single-family residence. Nearly 87.3 percent of the housing stock is comprised of single family units. Multi-family housing with five or more units is the second-most prevalent housing type, representing 5.3 percent of the housing stock. Mobile homes and housing with two to four units constitute 3.9 percent and 2.9 percent of housing stock, respectively.
Table 7.9 shows housing units by tenure. Single family units comprise nearly the same percentage of both the owner-occupied and the vacant units at 91.8 percent and 91.6 percent, respectively. Single family units represent a smaller percentage of renter-occupied units at 65.1 percent of all renter-occupied units. While housing with five or more units is a very small percent of the owner-occupied housing, this unit type represents nearly 16 percent of renter-occupied units and 4.8 percent of vacant units.

Approximately 65 percent of the occupied housing stock is owner-occupied. The rate of home ownership in the Town of Truckee is higher than the home ownership rate of 55 percent for the State of California, according to the 1990 Census. Current estimates of housing units are based on residential permit data, as discussed in detail in the Economic and Demographic Database Report of the Technical Appendix. Based on the methodology discussed, the 1994 estimate of housing units for the Town of Truckee is 8,166.

The rate of development activity in the Town has varied over the years, as shown in Table A-1 of the Technical Appendix. The numbers in Table A-1 are based upon the number of building permits issued. The average annual growth rate for development activity is 6.8 percent. As shown in the Table 7.10, in the past five years residential permits peaked in 1991 at 518 with a decreasing trend to 1993-94.

TABLE 7.8
TOTAL HOUSING STOCK
1980-1990 DWELLING UNITS

Area	1980	1990	% Change 1980-1990	1994
California	9,223,120	10,966,024	18.9	
Nevada County	24,759	37,352	50.9	41,236
Town of Truckee	3,577	6,932	93.8	8,166

Source: U.S. Bureau of Census 1980, 1990 for County and Town.
Department of Finance January 1990 estimate for State.
Town of Truckee: General Plan Economic and Demographic Data Base

TABLE 7.9
1990 HOUSING UNITS BY TENURE

Unit Type	Owner-Occupied Units		Renter-Occupied Units		Vacant Units		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Family	1959	91.8	740	65.1	3354	91.6	6053	87.3
2-4	14	.6	119	10.5	67	1.8	200	2.9
5 or more	13	.6	181	15.9	174	4.8	368	5.3
Mobile Homes	138	6.5	74	6.5	60	1.6	272	3.9
Other	10	.5	23	2.0	6	.2	39	.6
Total	**2134**	**100%**	**1137**	**100%**	**3661**	**100%**	**6,932**	**100.0%**

Source: Town of Truckee: General Plan Economic and Demographic Data Base
1990 Census, "Summary Tape File 3A", Census Tract 11 and Block Group 2 of Census Tract 12.02.

UNITS BY USE

A significant factor affecting the number of available units in several communities in Nevada County, particularly in the east County is the fact that many housing units are held off the market for use either as short-term vacation rentals or as second homes. The actual number of housing units compared with the number of occupied units would indicate a significantly higher vacancy rate. According to the Nevada County Draft General Plan Volume 2: Background Data and Analysis, there has been recent substantial growth in the number of seasonal units, a trend which could be expected to continue as the population of nearby urban areas grows older. In 1980, seasonal units comprised slightly less than four percent of the County's total housing stock. By 1990, the number of seasonal units had almost

quadrupled, increasing the percentage of seasonal units to almost 10 percent. Seasonal units accounted for more than 20 percent of the new home construction that occurred during the 1980's.

Virtually all of the new seasonal units were constructed in unincorporated portions of the County. Two-thirds of all seasonal units are accounted for in the East County area, which includes the Town of Truckee. A large proportion of the seasonal units were located in the western portion of the Town, which includes the Tahoe Donner subdivision.

Table 7.10 estimates the number of units within Truckee which are vacant but not available on the normal housing market for rent or sale.

As indicated, 52.8 of the units in the Town are vacant. Of the 3,661 vacant units, it is estimated that 3,479 units are second homes or vacation rentals and are not a part of the available housing stock. The "true" vacancy factor is estimated to be 5.0 percent of the 1990 housing stock (182 units vacant). Vacancy rates are discussed in more detail later in this element.

The composition of types of housing remains mostly single-family detached units. There has been active development of resort housing. These are largely second homes or seasonal homes and have an indirect effect on the housing inventory in terms of available units for meeting the housing needs of lower income households, particularly when sales prices for such units are considered. They are counted as single-family dwellings since they are individually owned, even though they may be attached.

HOUSEHOLD CHARACTERISTICS

Before current housing problems can be understood and future needs anticipated, housing occupancy characteristics need to be identified. The following is an analysis of household size, household growth, tenure, and vacancy trends. By definition, a "household" consists of all the people occupying a dwelling unit, whether or not they are related. A single person living in an apartment is a household, just as a couple with two children is considered a household.

HOUSEHOLDS

Household formation in Nevada County has generally out paced household formation at the State level by a wide margin, as shown in Table 7.11. The total number of households in Truckee in 1990 was 3,295, which represents an estimated increase of 1,213 households since 1980. This increase reflects a slightly higher household formation than County-wide over this period.

TABLE 7.10
SECOND HOME ESTIMATE

Town	Total Units		Occupied Units		Total Vacant Units		Vacant for Rent or Sale		Seasonal or Other Vacant	
	No.	%	No.	%	No.	%	No.	%	No.	%
Truckee	6,932		3,271	97.2	3,661	52.8	182	2.6	3,479	50.2

Source: 1990 Census.

TABLE 7.11
TOTAL HOUSEHOLDS

Area	1980	1990	% Increase 1980-1990
California	8,629,866	10,381,206	20.3
Nevada County	20,012	30,758	53.7
Town of Truckee	2,082	3,295	58.3

Source: U.S. Bureau of Census 1980, 1990 for the Town, County, State

Note: 1980 Figure for Town of Truckee represents Eastern County Area, which includes the area now represented by Town of Truckee.

TABLE 7.12
HOUSEHOLD SIZE

Households	1990	
Town of Truckee	**3,295**	**%**
1 Person	613	18.6
2 Person	1180	35.8
3 Person	584	17.7
4 Person	611	18.5
5+ Person	307	9.3
AVERAGE HOUSEHOLD SIZE	**2.68**	

Source: U.S. Bureau of Census 1990.

HOUSEHOLD SIZE

Table 7.12 shows household composition in Truckee in 1990. Historically, during the last few decades, there has been a decrease in the household size in Nevada County. As compared to the State, Nevada County, and the Town of Truckee, exhibit smaller sizes. However, the household size in the Town of Truckee is higher than the County wide average.

Household size is important, as the Town and special districts use the average household size to plan for most public improvements and services and to project population.

In California, the household size increased from 2.68 persons per household in 1980, to 2.79 persons in 1990. In Nevada County, the household size decreased from 2.55 to 2.51 in 1990. the slightly larger household size in the Town of Truckee may reflect Truckee's increasing attractiveness as a desirable place to live for families with children, in addition to its historic attractiveness as a retirement and resort community.

HOUSING TENURE

The number of owner-occupied housing units in the Town of Truckee has remained relatively stable during the last decade at approximately 65 percent of all occupied units. Owner-occupied units constitute 30.8 percent of all units in the Town. According to the California Statewide Housing Plan Update (1990), provided by the Department of Housing and Community Development, 50.8 percent of all housing units in the State are owner-occupied. The percentage of owner-occupied units in Truckee is below that of California, due primarily to the large seasonal vacancy inventory. Most of the new and proposed development is single-family detached or attached housing units, which are primarily ownership units. It is anticipated that the proportion of owner- to renter-occupied units will remain about the same in the future.

VACANCY

The vacancy rate is a measure of the general availability of housing. It also indicates how well the type of units available meet the current housing market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range; a high vacancy rate may indicate either the existence of a high number of units undesirable for occupancy, a seasonal/resort community or an over supply of housing units. In a town with resort character such as Truckee, two kinds of "vacancy" are considered. The first include units vacant which are actively being marketed. This group constitutes 11 percent of the 1676 total units which are vacant in the Town. The majority of vacant units, either seasonal or actively marketed, are detached single family units constituting 91.9 percent of all vacant units. Only 6.5 percent of vacant units are multi-family, 1.6 percent are mobile homes.

TABLE 7.13
HOUSING TENURE

Tenure	Occupied Units	# Vacant	Total
Owner-Occupied	2,134	108	2,242
Renter-Occupied	1,137	74	1,211
Vacant/Seasonal/Other	1,985	1,494	3,479
Total	5,256	1,676	6,932

Source: U.S. Bureau of Census, 1990.

The availability of vacant housing units provides households continued choices on different unit types to accommodate changing needs (i.e., single persons, newly married couples and elderly households typically need smaller units than households with school age children). A low vacancy rate may serve as a damper to affordable market rents and prices, as the lower inventory of available units may command a more competitive, or higher price due to limited availability. Higher rents, often associated with lower vacancy rates, may lead to overcrowded conditions if larger units at prices affordable to lower income households are not offered in the market.

The second group includes 3,479 units which are considered seasonal/other, comprised of 1,985 units which are second homes and are not part of the available housing stock, and 1,494 which are considered "other" vacancies, comprised of seasonal or part-time rentals. The "true" vacancy factor is estimated to be 2.6 percent of the housing stock (182 units vacant which are actively being marketed).

AGE AND CONDITION

Housing age is a factor for determining the need for rehabilitation. Without proper maintenance, housing units are most likely to deteriorate over time. Also, older houses may not be built to current housing standards for fire and earthquake safety.

Approximately 22.7 percent of the housing stock in the Town of Truckee has been built since 1985, with almost one-half of all units in the Town constructed over the past decade. Approximately 31.2 percent of the housing stock was constructed between 1970 and 1980. The remaining 20.3 percent was constructed prior to 1970.

The high number of vacancies during the 1985 to 1990 period, approximately 65.6 percent, suggests that many of the units were bought as second or seasonal homes, or were new units not yet sold. The high vacancy rate, over 50 percent, for the period 1980 to 1985 would suggest the same. Homes constructed during the 1970's which is one third of the units in the Town, appear to have experienced somewhat lower vacancy rates, generally in the range of 40 percent.

Of the older single-family homes, many are well maintained and are mostly occupied by long-term residents. There is a small proportion of older homes that have not been maintained. These homes have a tendency to be very small, less than 1,000 square feet. As land values increase, it become economically viable to replace or rehabilitate some of these structures. These units are evenly dispersed throughout the area, and are not concentrated so as to create blighted neighborhoods.

HOUSING STOCK CONDITIONS

Housing is considered substandard when conditions are found to be below the minimum standards of living defined by Section 1001 of the Uniform Housing Code. Households living in substandard conditions are considered to be in need of housing assistance even if they are not seeking alternative housing arrangements due to the threat to health and safety, which presumably they would if it were economically feasible.

Approximately 7 percent (491 units) of the housing units in the Town were constructed prior to 1950. The 1950 threshold is significant because it is a standard utilized by the Community Development Block Grant Guidelines for estimating rehabilitation needs.

In addition, the Rural California Housing Corporation prepared a Housing Condition Report for the Truckee area in 1992. This report was coordinated prior to the incorporation of the Town of Truckee and therefore did not analyze all housing units in the Town. There are three areas of Truckee that contain housing stock old enough for rehabilitation to be a concern - Downtown Truckee, Gateway and Donner Lake. The study incorporated Downtown Truckee and Gateway but did not include Donner Lake. Approximately 3,000 units in Tahoe Donner were not surveyed. Construction of homes within this development began in the late 1970's and therefore deterioration is not a significant concern.

The study was conducted by evaluating exterior housing conditions of individual units based upon the State Department of Housing and Community Development adopted criteria which rate the conditions of five elements: foundation, roofing, siding, windows and doors. The following Table 7.14 provides a summary of the findings of the report.

The Donner Lake area has a total of approximately 1,227 housing units with approximately 215 (17.5%) constructed prior to 1950.

In addition to structural deficiency and standards, the lack of certain infrastructure and utilities often serves as an indicator of substandard conditions. According to the 1990 Census, there were 28 single-family units that lacked complete plumbing facilities, 19 of which were vacant. There were 31 units in the Town that lacked complete kitchen facilities. Additionally, there were 9 units that have no source of heating, and 1,845 units that rely on wood or an alternative fuel as the heating source (most likely reflecting the winter oriented

seasonal nature of a portion of the housing stock). One hundred seventy five (175) units draw their water sources from private wells, and 34 rely on other water sources, which may include bottled water.

Based upon available data it is estimated that there are approximately 740 dwelling units within the Town boundaries in need of some level of rehabilitation. The most significant concentration of such units is in the Downtown Study area where 388 units (70%) are in need of rehabilitation. A rehabilitation grant administered by Nevada County resulted in the rehabilitation of 28 of these units in 1994.

ROOMS PER UNIT

The 1990 Census identified the number of rooms in a dwelling unit. As shown in Table 7.16, 73.1 percent of the total units had five or more rooms. This reflects the high proportion of units with 3 or more bedrooms.

Table 7.17 highlights the number of bedrooms per unit, ranging from no bedrooms to five plus bedrooms, in relationship to the total number of units for 1990. In 1990, four bedroom units represented 15.2 percent of the total.

Three bedroom units comprise 50.3 percent of the total. Two bedroom units accounted for 21.9 percent of the total and studios accounted for 1.0 percent. One bedroom units comprised 9.3 percent of the total.

TABLE 7.14
HOUSING CONDITION BY AREA

Condition	Glenshire	Sierra Meadows	Truckee	Totals
Standard	968	349	208	1,525
Minor	33	22	117	172
Moderate	6	5	159	170
Substantial	0	0	95	95
Dilapidated	0	0	17	17
Total Substandard	39	27	388	454
Standard	968	349	208	1,525
Total Housing Units	**1,007**	**376**	**546**	**1,979**

HOUSING COSTS AND RENTS

This section discusses resale pricing for existing housing, the pricing for new single-family housing, as well as the average rental prices in the Town. The information presented was obtained by contact through Town staff with local Realtors in July 1994, and the 1990 Census.

Housing Values

Table 7.18 lists the value of existing housing units in the Town, showing 19.7 percent of the houses valued at less than

TABLE 7.15 AGE OF HOUSING STOCK BY TENURE						
Year Built	Owner Occupied	Renter Occupied	Vacant	% of Period Total	Total	% Total
1985 to 1990	419	125	1,036	65.6	1,580	22.7
1980 to 1984	547	294	936	52.7	1,777	25.6
1970 to 1979	769	471	926	42.8	2,166	31.2
1960 to 1969	140	90	276	54.5	506	7.3
1950 to 1959	134	29	249	60.4	412	5.9
1940 to 1949	89	0	103	53.6	192	2.8
Before 1940	36	128	13	45.1	299	4.3
TOTAL STOCK	**2,134**	**1,137**	**3,661**		**6,932**	
Source: 1990 Census						

TABLE 7.16 NUMBER OF ROOMS IN DWELLING UNIT		
NO.OF ROOMS	TOTAL	PERCENTAGE OF TOTAL
1	60	0.9
2	261	3.8
3	593	8.6
4	949	13.7
5	1,714	24.7
6	1,767	25.5
7	811	11.7
8	473	6.8
9+	304	4.4
TOTAL	6,932	100.0
SOURCE: 1990 CENSUS		

$100,000; 46.4 percent were valued at $100,000 to $149,999; 20.2 percent were valued at $150,000 to 199,999; and the remaining 13.7 percent were valued at $200,000 and up. The Census also reports the median value of existing housing units in the Town of Truckee to be valued at $132,866.

The average price for a resale home in the Town varies, depending upon the type of unit and the location of the unit. The average resale price for a three bedroom unit in 1992 was $169,551. In 1993, the average resale price was $178,074.

Unlike other areas in California, housing prices in the Truckee area experienced incremental increases throughout 1990 to 1993. Housing prices may have recently stabilized, yet there is no trend of a decline in new and existing housing prices as currently being experienced elsewhere in the State.

TABLE 7.17
BEDROOMS PER UNIT

Bedrooms Per Unit	Owner Occupied	Renter Occupied	Total	% of Total	Vacant
No Bedroom	15	45	69	1.0	9
1	125	293	648	9.3	230
2	322	358	1,515	21.9	835
3	1,235	353	3,486	50.3	1,898
4	402	73	1,051	15.2	576
5+	35	15	163	2.4	113
Total	**2,134**	**1,137**	**6,932**	**100.0**	**3,661**
Median Size	**3.4**	**2.6**	**3.4**		**3.4**

Source: 1990 Census. (size)

RENTAL UNITS

The 1990 Census reports the median contract rent in the Town of Truckee at $681 per month. Table 7.19 lists the rental ranges per the 1990 Census and the number of units that rented for that particular price range. As shown on Table 7.19, over one-quarter of the monthly rents are below $500, over one-quarter are between $500 and $750, and over one-quarter are between $750 and $1,000 per month. Only 12 percent rent for over $1,000 per month. Types of rental units include apartments duplexes, triplexes, mobile homes, condominiums and single-family homes. According to Prudential California Realty, three bedroom unit ranges from $750 to $900, and a four bedroom unit ranges from $900 to $1,100. One bedroom and studio units typically rent for less than $600 per month. This generally corresponds with the distribution of units by number of bedrooms as approximately 30 percent of rental units are comprised of one bedroom and studio apartments/condos.

A representative sample survey of multi-family units in the Town identify a range of unit types and prices. Based on the survey, studio and one bedroom units tend to range from $400-500 month. Two bedroom units range from $500 to above $750 a month for condominium units. Three bedroom units, primarily condos, range from $750 to $950 a month.

TABLE 7.18 HOUSING VALUES 1990		
Price Range	# of Units	% of Total
$20,000 - 34,999	12	0.7
$35,000 - 44,999	22	1.2
$45,000 - 59,999	0	0
$60,000 - 74,999	21	1.2
$75,000 - 99,999	289	16.6
$100,000 - 124,999	399	22.9
$125,000 - 149,999	410	23.5
$150,000 - 174,999	240	13.8
$175,000 - 199,999	112	6.4
$200,000 - 249,999	103	5.9
$250,000 - 299,999	50	2.9
$300,000 - 399,999	63	3.6
$400,000 - 500,000	16	0.9
$500,000 +	7	0.4
Total	1,744	100.0
Source: 1990 Census/Universe: Owner occupied housing units		

TABLE 7.19 1990 RENTS BY NUMBER OF BEDROOMS						
Range	Studio	1 Bedroom	2 Bedroom	3 Bedroom +	Total	% Total
$0 - 499	45	157	75	39	316	27.8
$500 - 749	0	91	177	56	324	28.5
$750 - 999	0	16	72	213	301	26.5
$1,000 +	0	0	30	108	138	12.2
Total	45	293	358	441	1,137	100%
Source: 1990 Census/Universe: Renter Occupied Units						

TABLE 7.20 RENTAL COSTS				
Complex Name Number of Units	**One Bedroom**	**Two Bedroom**	**Studio**	**3 Bedroom**
Jeffrey Pines (28)			$475	$650
Hilltop Lodge (20)	$400			
Levone Ave (16)	$400			
Sunset Inn (20) Mobile Home		$500-550		
Polly Arms (9) Condos		$550-750		
Sierra Tavern (6)		$500		
Public Utilities District Park Apts (19)	$400-500	$500-650		
Donner Lake Condos (38) Apts (20)		$600		$900
Tahoe Donner Apartment, Townhomes Condos (132)		$750+		$750-950
Truckee Donner Congregate Apts (60)	Rent based on income		Rent based on income	

HOUSING NEEDS

The following analysis of current Town of Truckee housing conditions presents housing needs and concerns relative to various segments of the population.

Several factors will influence the degree of demand, or "need", for new housing in Truckee in coming years. The four major "needs" categories considered in this element include:

- Housing needs resulting from population growth, both in the Town and the surrounding region;
- Housing needs resulting from the overcrowding of units;
- Housing needs that result when households are paying more than they can afford for housing; and
- Housing needs of "special needs groups" such as elderly, large families, female-headed households, households with a disabled person, and the homeless.

HOUSING AFFORDABILITY

State housing policy recognizes that cooperative participation of the private and public sectors is necessary to expand housing opportunities to all economic segments of the community. A primary State goal is the provision of an adequate home and a satisfying environment that is affordable for everyone.

As discussed in the Constraints Section of this Housing Element there are many components involved in housing costs. Some of these factors can be controlled at the local level, others cannot. Some of the effects which result from increased housing costs include the following:

Declining Rate of Home Ownership: Buying a new home has become an unattainable goal for many families, particularly first-time home buyers. Fewer people can afford to purchase homes as a result of the current economy and market trends. Households with moderate incomes that traditionally were able to purchase homes may now compete with less advantaged households for lower cost or rental housing. This phenomenon can be expected to result in lower vacancy rates for rental units and the potential for higher rents, as the supply of available rental units diminishes.

Overpayment: Overpayment refers to renters and homeowners who must pay more than 30 percent of their gross incomes for shelter. A high cost of housing eventually causes fixed-income, elderly, and lower income families to use a disproportionate percentage of their income for housing. This may cause a series of related financial problems which may result in a deterioration of housing stock, because costs associated with maintenance must be sacrificed for more immediate expenses (e.g. food, clothing, medical care, and utilities), or inappropriate housing sizes and types to suit the needs of the household.

Overcrowding: In response to higher housing prices, lower income households must often be satisfied with smaller, less adequate housing for available money.

This may result in overcrowding. Overcrowding places a strain on physical facilities, does not provide a satisfying environment, and eventually causes conditions which contribute both to deterioration of the housing stock and neighborhoods in general.

In determining existing need for affordable housing it is necessary to relate income with housing costs and rent prices.

Affordability is defined as the expenditure of no more than 30 percent of the household income for housing costs using a hypothetical family of four persons.

Table 7.21 lists the percentage of renters and homeowners according to monthly costs for housing, including average monthly costs for housing exceeding 30 percent or more of their monthly gross income.

TABLE 7.21
HOUSING COSTS, RENT AS PERCENTAGE OF GROSS INCOME

Income	0-19%		20-29%		30% or more		Total	
			Number	Percent	Number	Percent	Number	Percent
RENTER HOUSEHOLDS								
Less than $10,000	7	.7	38	3.5	59	5.5	104	9.7
$10,000 - $19,999	15	1.4	13	1.2	133	12.4	161	15.0
$20,000 - $34,999	77	7.2	107	10.0	141	13.7	331	30.9
$35,000 - $49,999	99	9.2	215	20.0	0	0	314	29.2
$50,000 or more	112	10.4	52	4.8	0	0	164	15.3
Total[1]	**310**	**28.9**	**425**	**39.5**	**339**	**31.6**	**1,074**	**100.0**
OWNER HOUSEHOLDS								
Less than $10,000	13	.8	0	0	60	3.5	73	4.3
$10,000 - $19,999	18	1.0	14	.8	47	2.7	79	4.6
$20,000 - $34,999	145	8.5	64	3.7	140	8.2	349	20.4
$35,000 - $49,999	155	9.1	168	9.8	137	8.0	460	26.9
$50,000 or more	382	22.3	296	17.3	70	4.1	748	43.8
Total	**713**	**41.7**	**542**	**31.7**	**454**	**26.6**	**1,709**	**100.0**

Source: 1990 Census

Notes

1. Does not include 9 households not computed in the less than $10,000 category, 41 in the 10,000 to 20,000 category, 7 in the 20,000 to $34,999 category, and 6 in the $50,000 plus category.
2. Represents occupied housing units only.
3. Does not include 30 households with less than $10,000 - income, and 5 households in the $35,000-$49,999 category.

The majority of households in Truckee pay less than 30 percent on housing costs. Of the total 793 households in the Town overpaying for housing, 57.2 percent are owner occupants and 42.7 percent are renters. However, a distinction between renter and owner housing overpayment is important because, while homeowners may overextend themselves financially to afford the option of a home purchase, the owner always maintains the option of selling the home. Renters, on the other hand, are limited to the rental market, and are generally required to pay the rent established by that market. The discrepancy between renter and owner households is largely reflective of the tendency for year-round renter households to have lower incomes than owner households.

Numerically it appears that ownership households are more impacted than renter households. Proportionately however, approximately 26.6 percent of owner-

households and 31.6 percent of renter households pay more than 30 percent on housing. Renters within the $10,000 to $35,000 income range, which roughly corresponds to the Very Low and Low income categories, comprise 55.6 percent of all rental households. All overpaying renter households fall within the lower income categories, accounting for 31.6 percent of all renters in the Town. This reflects the need for affordable rental housing, particularly for Very Low and Low income households.

The Very Low and Low income groups, constituting 29.3 percent of all homeowners in the Town, appear to be the most highly impacted homeowner income group in terms of overpayment. Over 49 percent of the owner households in the lower income categories overpay for housing, constituting 14.5 percent of all owner households in the Town. Further, almost 70 percent of all homeowners in the Very Low income category pay over 30 percent of monthly income for mortgages and 40 percent of all homeowners in the Low income category overpay for housing. This reflects the difficulty of producing ownership units affordable to low and very low income households. Overpayment among the Moderate and High income categories is not as much a concern. Some owner households choose to allocate a higher percentage of their monthly income on housing costs because this allocation is justified in light of investment qualities of ownership.

Table 7.22 identifies the affordable monthly housing payments by income category (established by HUD 1994 income limits) for a family of four, and a single-person household based on 30 percent of income expended. The 30 percent does not include allowance for utilities, which may impose additional costs to a renter of between $50 and $100 per month, depending on which utilities the renter is responsible for paying.

Approximately 9.4 percent of all rental units in the Town include utilities in the rent. Renters may be required to cover water, sewer and trash pickup costs in addition to the usual electric, gas and phone. The addition of these costs may cause rental of a unit which would otherwise be affordable to become a condition of overpayment.

In the case of purchase, the 30 percent includes payment on principal and interest. As a measure of affordability in Truckee, the above available expenditures should be compared with rental and purchase prices in the Town.

TABLE 7.22
AFFORDABLE MONTHLY HOUSING PAYMENT BY ANNUAL INCOME

Type	Annual Income (1995)[1]	Maximum Affordable Monthly Housing Payment[2]
FAMILY OF FOUR INCOME		
Very Low	0 - $20,800	$520
Low	$20,801 - 33,300	$832
Moderate	$33,301 - 49,900	$1,248
Above Moderate	$49,900+	Above $1,248+
Median	$41,600	$1,040
INDIVIDUAL - SINGLE-PERSON FAMILY		
Very Low	0 - $14,550	$364
Low	$14,551 - 23,300	$583
Moderate	$23,301 - 34,950	$874
Above Moderate	$34,951+	Above $874
Median	$29,100	$728

1. Income limits established by HUD, January 1995.
2. Based on 30 percent of income; applies to rent and purchase.

AFFORDABILITY OF RENTAL COSTS

A summary of the rent structures in the Town, derived from Census information and data provided by the Town reflects the following information for year-round rentals:

- According to the Census, 27.8 percent of all units in the Town rented for less than $500 per month. This included 45 studio, 156 one bedroom units, 75 two bedroom units, and 39 three bedroom units. It is possible that the three bedroom units may be older rental houses.

- According to the Census, 28.5 percent of the rental units ranged between $500 to $750 per month. Combined with the percentage of units renting below $500 a month, over one-half of the units in the Town rent for less than $750 a month.

- According to 1994 rental prices, the average three bedroom unit in the Town rents for $750 to $950 per month.

- According to 1994 rental prices, one bedroom and studio apartments range from $400 to $500 per month.

It is evident that, based on 1994 rental cost surveys, rental units affordable to Very Low income households of four are generally limited to studio and one bedroom units, and a few two bedroom units or mobile home rentals throughout the Town. However, a two bedroom unit is the minimum unit size which can accommodate

a four person household consisting of two adults and two children. For four person households consisting of alternate configurations, particularly in the case of more than two adults, an overcrowded situation may result with a two bedroom unit. As shown, the rents for all but a small percentage of units exceeds the capacity of individual Very Low income individuals. However, it is possible that households comprised of single individuals may share a one or two-bedroom unit, as roommates, thereby splitting the cost of the rental unit. In this case, two unrelated Very Low income individuals could afford to rent an average two bedroom unit, or selected three bedroom units identified as existing per the 1990 census.

A greater range of units are available to meet the needs of renters in the Low income category. The average two bedroom rental unit, and a proportion of the three bedroom units are affordable to the mid to upper ranges of a Low income household.

This information indicates that the majority of the households in the Very Low income category must pay more than 30 percent of their income for housing costs for any rental unit with over one bedroom. There are more rental options in the Town which meet the needs of Low income households, which comprise approximately 20.8 percent of total households. However, a percentage of Low income households, particularly large families, must pay over 30 percent of their household incomes for housing. This is attributed to the fact that, although three bedroom rental housing is affordable to Low income households and is available, the number of such units is limited. The Census indicates that over 72 percent of all three bedroom units in the Town rent for over $750 a month.

Another source for estimating overpaying rental households are the Section 8 Housing programs, because one of the criterion for eligibility is the applicant household is paying more than 50 percent of monthly income for rent plus utilities. According to the Housing Authority of Nevada County, four units in the Town have been leased and occupied by Section 8 tenants. Two of the units are two bedroom, one unit is a three bedroom, and one unit is a one-bedroom.

AFFORDABILITY OF HOUSING OWNERSHIP

A summary of home prices in the Town, derived primarily from census information, and real estate sales as of July 1994, reflects the following information:

- According to the Census, a variety of housing types at a range of prices are offered in the Town, from $20,000 to prices exceeding $500,000. Only 1.9 percent of the stock is priced below $60,000.

- According to the Census, 1.2 percent of the 1990 housing stock was valued at $60,000-$75,000, 16.6 percent of the units were valued between $75,000 and $100,000; 22.9 percent of the units were valued between $100,000 and $125,000; and 23.5 percent were valued at the $125 - $150,000 range.

- The average price of a new single family detached home in 1993 was $178,074.

Based on this information, it appears that over 66 percent of the stock of existing single family units in the Town are affordable on an ownership basis to Moderate income households and the mid-to-upper ranges of households in the Low income category.

Table 7.23 shows the impact of a 9 percent mortgage interest rate on monthly housing costs based on the average housing cost for new and resale units. For example, on a median priced resale home at $132,866 (according to the 1990 census, which documents housing prices using the median, where one-half of the units are priced above the median and one half are priced below) a 90 percent mortgage at a 9 percent interest rate would result in monthly payments of approximately $993/per month, inclusive of property tax and insurance. The median household earnings of $41,600 established by HUD means that a four person household can "theoretically" afford a monthly housing payment of $1,040. This will accommodate the price of an existing, older unit. Existing homes would not be affordable to households in the Low and Very Low income categories, and even the lower end of the Moderate income category. The Census cites only 17 units, less than 1 percent of the resale housing stock, available at prices with monthly payments less than $514 per month. It is clear that Very Low income households will have difficulty finding housing affordable for purchase in the existing housing stock.

OVERCROWDING

The Bureau of Census defines overcrowded housing units as "those in excess of one person per room average". Overcrowding is often reflective of one of three conditions:

1) either a family or household is living in too small a dwelling;

2) a family is required to house extended family members (i.e., grandparents or grown children and their families living with parents, termed doubling);

3) a family is renting inadequate living space to non-family members, also representing doubling.

There appears to be a direct link between overcrowding and housing affordability. Potential causes may include:

- Homeowners/renters with large families who are unable to afford larger dwellings;

- Older children wishing to leave home who are prohibited from doing so because they cannot qualify for a home loan or are unable to make rental payments, or;

- Grandparents on fixed incomes are unable to afford suitable housing or have physical handicaps that force them to live with their children.

TABLE 7.23
MONTHLY MORTGAGE PAYMENTS FOR RESALE AND NEW HOMES

Interest Rate	9%	9%	9%	9%
Purchase Price	$132,866	$132,866	$178,074	$178,074
Down Payment	10%	20%	10%	20%
Loan Amount	119,579	106,292	160,266	142,459
Monthly Principal and Interest	871.62	774.77	1,168.19	1,038.39
Estimated Monthly Property Tax & Insurance[1]	121.79	121.79	163.23	163.23
Total Housing Expense	**993.41**	**896.56**	**1,331.42**	**1,201.62**
Required Monthly Income	3,320.00	2,985.00	4,430.00	4,000.00
Required Yearly Income	39,840.00	35,820.00	53,160.00	**48,000.00**

1. Tax Base Source: Nevada County Assessor's office

Households with lower incomes may permit overcrowding to derive additional income, or there may be insufficient supply of housing units in the community to accommodate the demand. In addition, overcrowding also plays a role in the deteriorating condition of the housing stock, particularly among older structures.

Table 7.24 shows that 4.6 percent of the total occupied housing units were overcrowded in 1990.

A higher incidence of overcrowding was experienced among the rental tenure group. However, the number of persons per unit in renter occupied units is lower than owner occupied with 2.41 persons per unit as compared to 2.86 for owner occupied households. Although renter households constitute only 34.8 percent of all households in the Town, approximately 7.0 percent of renters experienced overcrowded conditions, with 2.8 percent of all renters experiencing severe overcrowding, compared to 3.3 percent of owner occupied households, with 0.7 percent of owner occupied households experiencing severe overcrowding.

Homeowners constitute 65.2 percent of all households in the Town. It is possible that large rental households may have difficulty finding affordable three or four bedroom rental units. However, large families as renters are not prevalent in the Town. Only 7.2 percent of renters (81 households) are comprised of households of five or more persons, as compared to approximately 10.4 percent of owners.

According to the Census, there were 525 housing units in the Town with four or more bedrooms. Of these, 18.7 percent, or 88 units, are renter occupied. Although there are 353 three bedroom rental units in the Town, comprising over 30 percent of the total rental stock, over 72 percent of these rent for $750 and above, as discussed previously. It is clear that additional housing resources with three or more bedrooms are needed at rents affordable to Very Low and the low to mid ranges of Low income households.

SPECIAL NEEDS

The State Housing Law requires that the special needs of certain disadvantaged groups be addressed. The needs of the elderly, handicapped, large families, female heads of household, the homeless farm workers and seasonal employees are addressed below.

Elderly Persons

The special housing needs of the elderly are an important concern for the Town of Truckee since many retired persons are likely to be on fixed low incomes. Besides the affordability concern, the elderly maintain special needs related to housing construction and location. The elderly often require ramps, handrails, lower cupboards and counters, etc., to allow greater access and mobility. They also may need special security devices for their homes to allow greater self-protection. The elderly also have special needs regarding location. They typically need to have access to public facilities (i.e., medical and shopping) and public transit facilities. In most instances the elderly prefer to stay in their own dwellings rather than relocate to a retirement community, and may need assistance to make home repairs.

As reported in the 1990 Census data, 473 Town residents, or 5.3 percent of the total population, were 65 years of age or older as compared to 3.2 percent of Truckee's population in 1980. The elderly population is predominantly white.

Table 7.25 identifies senior household characteristics. Approximately 96 percent of the two or more person households are reported as family households. Over 60 percent of the senior households report incomes within the Very Low and Low income categories, with 72 percent of the households comprised of persons 75 years and above with incomes below $10,000. Approximately 13 percent of the senior population receives public assistance, which corresponds to the percentage of elderly whose income falls below the poverty level. Senior households below the poverty level consist of equal proportions of individuals living alone and married couple families.

There are 235 senior headed households, or 71.2 percent of all seniors, who own their residences. Of these households, 30.1 percent, (68 households) pay over 30 percent of their incomes for monthly owner costs. There are 75 senior headed rental households in the Town. Of these, seven, or approximately 7.4 percent, reported paying over 30 percent of their incomes for monthly rental costs.

TABLE 7.24
OVERCROWDING[1]

Occupancy	Owner		Renter		Total Households	
	Number	% of Owners	Number	% of Renters	Number	% of Total
1.0 Or Less Persons Per Room	2,064	96.7	1057	93	31.21	95.4
1.01 to 1.50 Persons Per Room	56	2.6	48	4.2	104	3.2
1.51 of More Persons Per Room	14	.7	32	2.8	46	1.4
Total	2134	100	1137	100	3271	100.0

1. Housing Units that exceed 1.0 or more persons per room are considered overcrowded.

Source: US Bureau of Census. 1990/ Universe: Total households in occupied housing units.

Disabled Persons

Two major housing needs of the disabled are access and affordability. There are many types of physical and mental handicaps.

Disabled persons often require specially designed dwellings to permit free access not only within the dwelling, but to and from the unit. Special modifications to permit free access are very important in maintaining independence and dignity. The California Administrative Code Title 24 Requirements sets forth access and adaptability requirements for the physically handicapped. These regulations apply to public buildings such as motels, and require that ramps, larger door widths, restroom modifications, etc., be designed which enable free access to the handicapped. Such standards are not mandatory for new single family residential construction.

Like the elderly, the physically disabled also have special needs with regard to location. There is typically a need to be near public facilities, and especially near public transportation facilities that provide service to the physically disabled. Many government programs which group seniors and handicapped persons together (such as HUD Section 202 housing) are inadequate and often do not serve the needs of the disabled. A number of disabled persons receive supplemental Social Security Income (SSI) and are on fixed incomes. Increasing inflation and housing costs adversely affect these individuals in terms of securing housing.

Table 7.26 lists 436 persons in the Town of Truckee who experienced mobility or self-care limitations as reported by the Bureau of Census, 1990. Of those persons reporting a physical or self care limitation, 384 persons have handicaps that restrict them from working, representing 4.3 percent of the Town's population. Persons solely with limitations on their ability to

care for themselves, including senior Alzheimer sufferers, mentally ill adults, or severely physically handicapped adults, represent less than one percent of the Town's population. Both groups of persons with handicaps include a large number of persons 65 years of age and older. Although seniors comprise approximately twenty percent of the disabled population, those seniors who report a mobility or self care limitation constitute approximately 19 percent of the senior population.

According to Sam Dardick of the FREED Independent Living Center in Grass Valley, there currently are 11,000 disabled persons in Nevada County, of whom 7,000 are severely disabled. Based on these estimates, the proportion of disabled persons in the county would be about 14 percent of the current population.

Although no current estimates are available for the number of disabled persons requiring special accommodations, an average of ten disabled persons per month request housing assistance through FREED. In addition, FREED modified 20 homes for disabled individuals during 1991. There are no housing units in the county intended specifically for disabled persons; however, licensed residential care facilities for the developmentally disabled are available.

There are currently 13 small family-care homes in Nevada County that provide for the developmentally disabled. Of the 13 homes, 5 are for children under the age of 18 and eight are for adults. There are a total of 30 beds in the 8 homes operated for developmentally disabled adults. For the past two years, these homes have been fully occupied. There is an informal waiting list, but vacancies are filled as they become available based on recommendations from counselors of the Alta California Regional Center, a private, non-profit organization that contracts with the State of California to provide counseling assistance for the developmentally disabled.

According to Mike Alward of the Alta Regional Center, approximately 30 to 35 additional developmentally disabled individuals are living in Nevada County with their parents. These individuals will one day need to be placed in a home, unless other family members will assume responsibility for their care. Most of the time, these individuals will come under the care of the state when their parents are no longer able to care for them.

Additionally, Mr. Alward estimated that there were 10 to 15 individuals who were too independent to live in the small family-care homes, but not sufficiently independent to live on their own. Mr. Alward felt there was a need for clustered, group-care housing in Nevada County that would serve the developmentally disabled and provide a transitional step towards independent living.

TABLE 7.25
SENIOR HOUSEHOLDS BY SIZE/TYPE

Households Type	1 Person Households	2 or More Person Households		Total
		Family	Non-Family	
Households with 1 or more persons 65 and over.	142	317	14	473

Source: 1990 Census

TABLE 7.26
MOBILITY AND SELF CARE LIMITATION

Type of Limitation	16-64		65+		Total	
	#	%[1]	#	%[1]	#	%[1]
Mobility Limitation Only	217	3.0	71	.8	342	3.8
Self Care Limitation Only	63	.7	8	.1	71	.8
Mobility & Self Care Limitation	12	.1	11	.1	23	.2
Total	346	3.8	90	1.0	436	4.8

1. % of Total Population
Source: 1990 Census

Large Family Households

The 1990 Census reported 307 households in the Town of Truckee with five or more persons, representing 9.3 percent of all households. Large families are indicative of households that require larger dwellings, with more bedrooms to meet their housing needs. Difficulties in securing housing large enough to accommodate all members of a household are heightened for renters, because multifamily rental units are typically smaller than single family units. As the supply of rental housing increases, including rentals of single family detached units, rental and purchase values have declined to make more affordable units available.

Table 7.27 looks at tenure of housing units by number of persons in the unit.

Statistics show that there numerically are more owner occupied units inhabited by large households, comprising almost three-quarters of the large households in the Town, representing 10.5 percent of owner occupied housing. There are 81 large households occupying rental units, which represents one-quarter of the large families in the Town numerically, yet comprises 7.2 percent of all renter households.

The 1990 census tabulated 73 occupied rental units with four bedrooms in the Town, and only 15 five bedroom rental units. Although these units may be sufficient to accommodate the percentage of

large household renters there is a possibility that households with fewer number of persons rent a proportion of these units. 1990 Census statistics indicated 689 vacant four- and five-bedroom units for which tenure has not been identified, which may provide additional year-round rental resources. In addition, there are 353 three-bedroom rental units in the Town, to augment the need for larger rental housing.

Although there are resources available to meet the needs of large families, there may not be sufficient numbers to accommodate the need. Available units may be out of the affordable price range for a number of households, and a number of larger bedroom units may be rented by smaller families or households who are able to afford the market rent.

Female Heads of Households

Single female heads of household form a small, yet distinguishable group in the Truckee housing market. In Nevada County, female householders comprised 22.2 percent of total households. Of these households, about 60 percent consisted of single women with no children. The 1990 Census shows that in Truckee 236 households, which is 7.2 percent of all households, are headed by females, as shown in Table 7.28. Of this total, 190, approximately 80%, are households with children. This representation is significantly lower than the incidence of single female heads of households at the State and County level.

Single female heads of household constitute a group with serious housing concerns. In general, families with female heads of household may experience a higher incidence of poverty than other household configurations. Poverty status is the relationship of income to the number of children under 18 for a household. The average poverty threshold for a family of four persons is $12,674. The 1990 Census reports 18 female-headed households with children below the poverty level in Truckee. This represents less than one percent of the total number of family households in the Town.

Census data does not analyze the relationship between poverty status and housing tenure. Therefore, it is difficult to estimate the housing needs of low-income female headed households.

However, the total resources of assisted/units in the Town are not presently adequate to serve the number of these households that would potentially require low income housing. Resources in the community to assist single female heads of household generally include Section 8 Certificates for rental assistance. This type of assistance is limited by funding and the number of Section 8 Certificates available. Only 4 Section 8 Certificates were issued in the Town in 1994, and not all of these were issued to households headed by females. In addition, those single female heads of household who make slightly more than upper qualifying limits for Section 8 assistance may not have their needs addressed by available resources in the community.

TABLE 7.27 LARGE HOUSEHOLDS BY TENURE			
Number of Persons in Household	Owner Occupied	Renter Occupied	Total
Five	120	61	181
Six	65	20	85
Seven or More	39	-	39
TOTAL	**224**	**81**	**305**

Source: U.S. Bureau of the Census, 1990/Universe: Occupied Housing Units

TABLE 7.28 FEMALE HEADS OF HOUSEHOLDS 1990		
Household Type	Total	Percentage of Total
Female Headed Households without children under 18	46	1.4
Female Headed Households with children under 18	190	5.8
Total Households	236	7.2

1. Total number of households in the Town is 3,295. Percent of total households calculated on this figure.

Source: U.S. Bureau of the Census 1990.

Farm Workers

In those parts of the State where migrant workers are used to harvest crops, seasonal housing is needed for the duration of the harvest. Nevada County's agricultural industry does not rely on the extensive use of migrant workers. According to the State Employment Development Department, 50 persons were employed in Nevada County's agricultural, forestry and fishing industry in 1989. This figure was projected by the State to remain unchanged by 1996. The 1990 Census counted three vacant housing units in Nevada County for migratory farm workers. The Census does not identify any rural farm units in Truckee. Based on this information, it appears that housing for migratory farm workers is not a special need in Nevada County.

Homeless

Understanding the extent of homelessness in Truckee has been difficult because there are no shelters or other services available in the Truckee. If a person or family finds themselves homeless they must go to facilities consisting primarily of hotel and

motel rooms located in the western portion of Nevada County.

The available homeless facilities in Nevada County include emergency shelters and transitional housing. Nevada County's emergency housing supply consists primarily of rooms in the area's 32 motels and hotels. Of the almost 600 rooms available county-wide, approximately 70 percent are located in the western county. Homeless persons and families are provided financial assistance by a variety of local agencies, including the Nevada County Department of Social Services, the Nevada County Housing Development Corporation, and the Emergency Assistance Coalition.

The Department of Social Services (DSS) administers two programs which provide some assistance to the county's homeless populations. The first program is funded by State Aid to Families with Dependent Children (AFDC) and provides funds for temporary and permanent housing assistance. The temporary housing assistance provides qualified clients with shelter for periods of up to three weeks. During fiscal year 1991, the department handled 174 requests for assistance. The DSS also provides funds from AFDC for permanent housing assistance. These funds are used to pay cleaning deposits and the last month's rent on apartments. The department received 71 requests for permanent housing assistance during fiscal year 1991. The second program provides general relief assistance for single adults. The program served 117 persons during fiscal year 1989.

The Nevada County Emergency Assistance Coalition is funded and staffed by a variety of groups, including the county Housing Development Corporation, local churches, community organizations and government agencies. The Coalition provides vouchers for lodging, food and gasoline. The characteristics of the persons served and the type of assistance provided are summarized in Table 7.29.

Transitional Housing normally provides housing for an extended period of time. It also incorporates other social services and counseling programs designed to develop self-sufficiency through the acquisition of permanent housing and income. Within Nevada County, there are 2 transitional living centers operated by the Nevada County Housing Development Corporation. The two centers combined provide a total of 16 beds. Each center has 3 bedrooms.

According to Cindy Hermitt of the Housing Development Corporation, the centers are 95 to 100 percent full every night. Occasionally, the center cannot be filled if, for example, a family of three requires shelter and only one bed is available. On average, between three and six families per week call the centers requesting accommodations, but cannot be served because of the limited supply of beds. According to Ms. Hermitt, the number of calls for housing assistance is on the rise in comparison to past trends.

Recognizing unmet needs for emergency shelters and transitional housing, the Housing Development Corporation obtained a grant in 1992 to open a third

transitional living center. The County assisted the Nevada County Housing Development Corporation in securing a $500,000 allocation to purchase, and another $170,000 to rehabilitate the Manzanita Inn for a homeless shelter. The 35-bed facility began operation early this year.

Given the very low estimates of need in the Town, and the availability of emergency and transitional housing in the immediate area, there is not sufficient unmet need to necessitate the designation of sites for homeless shelters or transitional housing in Truckee. The Town has, however, included in this element a program to amend the Zoning Ordinance to identify zoning districts where homeless shelters and transitional housing can be located.

Seasonal Employees

As a resort community, Truckee has a number of seasonal residents. While many of these seasonal residents are individuals or families recreating during their part-time residency in Truckee, there are a number of individuals who are seasonally employed in the resorts, other recreational facilities, or related tourist serving businesses in the Truckee area.

TABLE 7.29
EMERGENCY ASSISTANCE SUMMARY 1991

Population	Number
Single Males	163
Single Females	52
Couples	142
Single Male Head of Household	6
Single Female Head of Household	46
Children	175
Assistance Provided	**Number**
Total Nights Lodging	236
Adults Served	308
Children Served	149
Total Meals	188
Adults Served	149
Children Served	37
Gasoline	135
No Financial Assistance Provided/Needed	88

Source: Nevada County Housing Development Corporation, 1992.

The Town of Truckee lies within what can be characterized as a resort triangle region, which encompasses Truckee on the north, extends south and west to the Placer/El Dorado County line (Squaw Valley, Tahoe Pines), and extends east to the California/Nevada State Line (Northstar, Incline Village). This area includes a number of resorts, recreational facilities, and support businesses, which create

significant service sector employment outside of the Town. However, due to environmental conditions and constraints, there are limited opportunities for housing development in this part of the Tahoe Basin to serve this employment sector. Truckee is the only area within the Resort Triangle Region that has developed the infrastructure necessary to support housing, which creates pressure on the Town to accommodate the unmet housing needs generated by seasonal employment outside the Town.

While the Census does not provide data about seasonal employees to enable documentation of the number of people involved, the Town is concerned about the housing needs of this part-time population group, and their ability to find affordable housing in the area. The Town intends to work with employers in the area and Placer and El Dorado County to identify the unmet housing needs of seasonal employees and to develop programs to address the need.

REGIONAL HOUSING NEEDS

State Housing Law requires the Sierra Planning Organization (SPO) to identify future housing need through the planning period, i.e. 1991 through 1999. In meeting this mandate, SPO developed the 1991 Regional Housing Needs Plan (RHNP), which establishes both the projected need for housing and the "fair share" distribution of the projected need to each jurisdiction in each market area. The RHNP calculates the projected new construction need necessary to accommodate the anticipated population through 1999.

The Town of Truckee was not incorporated at the time the 1991 RHNP was prepared. Accordingly the plan did not include an allocation of new construction need for Truckee.

In order to determine the new construction need necessary to accommodate the anticipated population to July 1999, the Town has utilized the methodology provided in ***Developing a Regional Housing Needs Plan***, prepared by the California Department of Housing and Community Development in July 1988. The methodology factors projected population, household formations, vacancy rates, housing market removals, and existing housing units and included a step by step formula for calculating the new construction need. For purposes of calculating the new construction need for the 1994-1999 planning period the base has been adjusted to reflect existing housing units as of January 1, 1994.

Using the Town's projection of 4,255 households in 1999, and a 1994 inventory of 8,166 housing units in the formula, the Town's basic new construction need to July 1999 is a total of 765 units. This new construction need has been allocated by income group, resulting in the need for 84 units for very low income households, 115 units for low income households, 161 units for moderate income households and 405 units for above moderate income households. Table 7.30 summarizes the Town's new construction need.

TABLE 7.30 BASIC CONSTRUCTION NEEDS	
Need	Number of Units
Very Low	84
Low	115
Moderate	161
Above Moderate	405
Total	765

HOUSING CONSTRAINTS

Constraints to the provision of adequate and affordable housing are posed by both governmental and nongovernmental factors. These factors may result in housing that is not affordable to low and moderate income households or may render residential construction economically infeasible for development. Constraints to housing production significantly impact households with lower incomes and special housing needs. To accurately assess the housing environment in Truckee, close consideration needs to be given to a series of constraints; the housing market, infrastructure, environmental and governmental factors that impact the cost of housing.

NON-GOVERNMENTAL CONSTRAINTS

Although housing costs in the Nevada County region are, on average, below Bay Area and Southern California Market areas, metropolitan studies indicate that housing costs in Nevada County exceed those in other areas. Based on analysis performed by Market Directions in 1992, housing costs in Nevada County were approximately 10 percent higher than in the surrounding Sacramento area. The cost of renting or purchasing adequate housing in Truckee continues to be influenced by a number of market factors. Costs associated with labor, raw land, materials, and financing influence the availability of affordable housing.

Land Costs

Land costs include the costs of raw land, site improvements, and all costs associated with obtaining government approvals. The cost of land is an important component of the cost of provision of housing. Land in Nevada County has been and remains relatively affordable compared to certain California markets, but increased demand for housing due to population growth and in-migration will continue to put upward pressure on land costs. The seasonal nature of the housing market in the Town also affects land costs adversely.

Research on costs of vacant residential property in Truckee revealed the following information:

Prices for single family zoned lots average $30,000 for a 1/4 to 1/3 acre lot, at $2.07 to $2.75 per square foot for improved lots. Unimproved multiple family zoned land averages $27,000 per acre, or $0.62 per square foot. Variations occur depending on location, the terms associated with the purchase, density potential, and proximity to major infrastructure for the provision of Town services.

Land costs for multi-family housing vary widely. The typical cost per improved acre in Nevada County appears to vary between $115,000 to $150,000. Land costs for multi-family housing are normally determined on a cost per unit basis, and can vary from $7,500 to $10,000 per unit.

Although the Town does not determine the price of land, land use policies regulating the number of units built per acre directly impact the cost of each dwelling unit. The use of density bonuses, developer incentives for construction at the upper end of the permitted density range, compensates for the increased land costs. In addition, large scale developers buying large tracts of land typically experience an economy of scale benefit in the cost of land. Land costs are not considered a constraint to market rate development. Land costs will strongly influence the production of housing affordable to Low and Very Low income households.

One of the largest costs associated with constructing a new living unit is the cost of building materials, labor and short term financing. Construction costs in California have risen significantly over the past decade. Current local construction costs for new residential product are about $110 per square foot, evenly split between labor and materials, and include ancillary costs such as land costs, profit and architects fees/reproduction.

According to data contained in the Nevada County Draft General Plan, current County wide construction costs per square foot for multi-family projects vary from approximately $48.00 to $60.00 (Building Valuation data, Building Standards Magazine, April 1992). It is the opinion of the Town's Building Division that true costs are at the higher end of the range. These costs do not reflect the cost of land, project profit, architects fees, etc., as compared to the Town cited construction cost, which reflects all costs involved. In discussions of the Nevada County Building Department and with developers of low-income multi-family housing projects, it appears that land costs, rather than construction costs, remain a primary constraint to affordable multi-family housing.

The type of product largely determines the cost of construction. Homes built between 1980 and 1993 comprise almost 50 percent of the overall housing stock in the Town. Newer products may provide supplemental amenities and a higher quality of materials, hence resulting in a higher market price than older units.

Although a reduction in amenities and quality of building materials in new homes (still above the minimum acceptability for health, safety and adequate performance) may result in lower sales prices, this approach may not result in a significant price reduction in the new home market. Residential development trends of the 80's and 90's have reflected a tendency toward tract and planned development. Subsequently, the price structure of single family homes has benefitted from the economies of scale of tract development.

The Town cannot directly control construction costs. Hence, increases in

these costs directly affect the need for subsidy to achieve affordability in residential units. The construction cost of housing affects the affordability of new housing and may be considered a constraint to affordable housing in the Truckee area. However, the Town may decide to implement programs to write down land costs or provide other developer incentives in order to increase affordability.

Financing

Interest rates have one of the greatest impacts on both the purchase price of the unit and on the ability to purchase a home. Interest rates, however, are determined by national policies and economic conditions and, as such, local government has no impact on these rates. Historic market trends reveal that when interest rates are low (below 12%), the majority of the housing demand is focused on single family homes. When interest rates exceed 12 percent for any length of time, only a small percentage of new home buyers can qualify and/or afford monthly mortgage payments on the average market rate single family home. At this point, trends indicate that the housing construction market shifts over to the construction of multiple family rental housing. Lending rates for developers are generally 2 to 2.5 percentage points higher than the prime interest rate.

Financing for both construction and long term mortgages is generally available subject to normal underwriting standards. The availability of financing for developers under current economic conditions may pose a constraint on development.

First time home buyers are the group impacted the most by financing requirements. Mortgage interest rates for new home purchases ranged from eight to nine percent for a fixed rate 30 year loan in 1994. Lower initial rates are available with Graduated Payment Mortgages (GPMs), Adjustable Rate Mortgages (ARMs), and Buy-Down Mortgages. However, variable interest rate mortgages on affordable homes may increase to the point of interest rates exceeding the cost of living adjustments, which is a constraint on the affordability. Interest rates at the present time are not a major constraint to affordable housing.

Homeowners' Association

In many golf course, lake, gated or planned development communities, homeowners are charged mandatory monthly Homeowners Association dues. Homeowner's Association dues typically cover maintenance of common grounds and structures, pool and recreation areas, streetscapes and landscaping, guard gates and personnel (if applicable), and may even cover maintenance of the residential structures and yards, depending on dwelling type and ownership status. Although the initial purchase price of units within many such communities exceeds the definitions of affordable to Moderate income households, in some projects the initial price of the unit is achievable, particularly with the current interest rates. However, when the total housing payment (principal, interest, taxes and insurance) is combined with a substantial monthly Homeowners' Association fee, the total payment is likely

to exceed 30 percent of the household income.

Other Non-Governmental Constraints

Although not a direct market or governmental constraint, the common perception of affordable housing by the public is that it is undesirable in their community. This may constitute a constraint on a local jurisdiction's ability to approve otherwise appropriate projects. Long term education, superior project design, and economically integrated projects incorporating a proportion of affordable units, together with good management practices and a continuing opportunity for public involvement, may help alleviate these constraints.

GOVERNMENTAL CONSTRAINTS

Governmental constraints include policies, development regulations and standards, requirements or other actions imposed by the various levels of government on development. Although Federal and State agencies play a role in the imposition of governmental constraints, these agencies are beyond the influence of local government and are therefore not addressed in this document. The following factors may constrain the maintenance, improvement and/or development of housing in Truckee: land use controls, building codes, processing procedures, and development fees.

Every city must have a General Plan which establishes policy guidelines for all development. The General Plan is the foundation of all land use controls in a jurisdiction. The Land Use Element identifies the location, distribution and density of land uses. In implementing the General Plan, Truckee will utilize a number of planning tools including the Specific Plan, Zoning Regulations, and Subdivision Ordinance. Zoning, which must be consistent with the General Plan, establishes more specific development standards, allowable uses, and limitations.

General Plan Land Use Designations

The Land Use Element of the General Plan establishes the maximum amount of housing per acre that can be developed. This is the "density" of a permitted development. General Plan densities are expressed as dwelling units per acre.

The Land Use Element sets forth the residential land use designations. The density ranges for each land use designation used to calculate housing at buildout are listed in Table 7.33. A total of 15,978 acres are designated to allow residential development. Using a wide range of densities to accommodate a variety of housing types, as well as clustering in environmentally sensitive areas, the General Plan provides for the potential development of 17,700 housing units. The ranges provided for each land use classification represent the average within each classification.

The range of residential densities provided for each land use is considered the average within the designation. The zoning districts applied within each land use classification

may provide for higher or lower densities depending on specific factors such as location, adjacent development, terrain, environmental constraints, etc.

A listing of the General Plan land use classifications that are anticipated to address Truckee's housing needs is provided in the table This table identifies the average and maximum density in each classification.

Density is a critical factor in the development of affordable housing. In theory, maintaining low densities typically increases the cost of construction per unit. Higher density improves housing affordability because it lowers the per unit land cost (although the overall land cost per acre may be higher than for lower density uses) and facilitates efficient construction. More intense residential development which does not erode the community's character can be achieved through a number of mechanisms, including clustering of residential development, density bonuses and zero lot line/small lot development in selected areas, subject to design parameters which will be established in the updated Zoning Ordinance.

Although the average density for the residential High-Density is low compared to many urban areas, higher densities are often unacheivable in Truckee. The primary limit to addressing higher densities in Truckee is the need to set aside sufficient area for snow storage. Snow storage areas must be provided on-site to provide a location to put snow during snow removal of access and parking areas. In addition, greater setbacks between buildings are necessary to provide an adequate area for accommodation of snow shedding from the roofs of structures. The area required for snow storage ranges from 50% to 100% of the paved access and parking area. The required snow storage area varies based upon elevation (Truckee elevations range from 5,700 feet to 7,400 feet) and location and the associated snow load. The areas that must be set aside for roof snow sheds are in addition to the required snow storage area. The required snow storage can be reduced by providing covered or underground parking, however, the cost savings associated with the higher density that could be achieved is often outweighed by the increased cost associated with the covered parking.

Clustering of housing can produce higher densities on a portion of land, while retaining the overall density assignment of the entire property. This method is effective when portions of property are not utilized for residential development can be developed with compatible uses, such as open space/recreation, parks, schools, public facilities. In the case of mixed-use, residential uses may be clustered with office, commercial, retail, hotel, business park or public facilities for higher density uses in proximity to employment and transit opportunities.

The availability of developable acreage in upper density ranges allows for development of certain types of housing which may be affordable to Very Low and Low income households. The Land Use designations provide for such development and are not considered to be a constraint to

the provision of housing affordable to Very Low and Low income households.

Recent development activity provides the best indicator of the ability to develop affordable housing of the densities indicated. The Town has recently approved an assisted multi-family project known as Truckee Pines. This project contains one-hundred and four 2, 3 and 4 bedroom units on 10 acres and will be completed this spring. The assistance provided to this project are Federal Tax Credits which were approved by the California Tax Allocation Committee. The project has been developed with no direct subsidy or density bonus from the Town. No subsidies were provided because none were requested and because the newly incorporated Town of Truckee had no policies or standards for consideration of density bonuses or other incentives. This Housing Element contains a number of programs and incentives established for the purpose of facilitating additional affordable housing.

Municipal Code

Many of the zoning regulations utilized by the Town of Truckee have been modified from the original adoption of the regulations of Nevada County to serve the needs of the Town. The current Zoning Code contains four major residential classifications which are based on lot size rather than density based designations. The residential zone portions of the Municipal Code impact housing affordability in several ways. The Zoning Code regulates such features as building height and density, lot area, setbacks, minimum unit and room size, and open space requirements per zoning district.

The Zoning Code will be modified to reflect the adopted General Plan land use designations, through the establishment of: density ranges which are consistent with General Plan land use designations; design and development standards which implement the policies of the General Plan; and mechanisms for the realization of high quality housing opportunities for lower income households.

The current residential zoning regulations vary depending on the different zones as defined in the Zoning Code. Heights for single family and multi-family residences vary by zone. Units in the RA, R-1 and R-2 zone cannot exceed three stories or 35 feet. The exception is the R-3 zone, designed to accommodate high density multiple family dwelling units, where structures are limited to three stories, but may reach a height of 45 feet. Minimum lot sizes also vary in accordance with related existing General Plan designations. Lot sizes and associated development standards of the current Zoning Code will be reviewed and modified as necessary to reflect the land use designations of the General Plan. The Town has established a Planned Development and Combining District Regulations "PD" zone to provide a method for designing and developing land as a unit for residential use by utilizing modern site planning techniques. The regulations of this District are intended to produce developments which meet standards of open space, light and air, circulation and density which are similar to those required by the regulations of the districts in which they are located.

The present "SP" zone - Site Performance Combining District Regulations, provides for further refinements of the types of uses allowed and site development standards, through adoption of a Specific Plan which establishes permitted and prohibited uses of the land, site development standards, public service and utility requirements, and the size, height and use of buildings provided that the usage provisions are not less restrictive than the base zone.

Development standards may add to the cost of housing because the standards may necessitate additional construction and building materials and labor. These standards are enacted for the protection of the community's health, safety and welfare. A modification or waiver of development standards can reduce the cost of housing construction, which may, in turn, result in lower housing prices. However, a modification of certain development standards may result in a reduced level of quality.

Since its incorporation in 1993, the Town has been utilizing the Nevada County zoning code as the Town's Zoning Code, pending adoption of a new Town Code. The non-conforming use and structure standards of the current code are very restrictive and have operated as a constraint to the rehabilitation of existing housing units. The Town intends to enact a new zoning code, following adoption of its General Plan, and to include provisions which will enable property owners to rehabilitate existing dwellings.

Design standards such as roofing materials, architectural enhancements, and landscaping also increase the costs of housing. Residential development in Truckee typically requires approval of site development plans, which includes meeting the requirements of design review at the Planning Commission level. An applicant may request an adjustment for certain design and development standards subject to Planning Commission review and approval. However, it is the Town's intent that affordable housing projects should meet the same fundamental design standards as other residential developments. As a result, additional subsidy may be required to assure a consistent level of quality development in the Town.

Density Bonus

Beyond local requirements, State law allows for a developer to increase the density of a residential development by at least 25 percent if provisions are made to provide 20 percent of the units for lower income households, or ten percent of the units for very low income households, or 50 percent of the units for seniors. The Town currently requires, as a condition of a density bonus, that the property be rezoned to the zoning classification which reflects the permitted density with the bonus. The Town recognizes that this policy increases the cost and time of processing a density bonus and as such is a constraint to the production of affordable housing. The Town intends to adopt an ordinance which will meet the requirements of State law and specify provisions under which density bonuses in excess of that required by State

law may be granted. In addition, the ordinance will eliminate the current requirement to rezone property granted a density bonus.

Second Units and Manufactured Housing Requirements

In response to state mandated requirements and to maintain the social fabric of families and improve affordable housing opportunities, all residentially zoned parcels allowing the construction of a single family residence may provide a second dwelling unit. The existing zoning standards allow second units subject to the issuance of a Conditional Use Permit and the following restrictions:

- Second dwelling units are permitted for senior citizens and physically disabled regardless of minimum parcel size and zoning densities; subject to age restrictions and size limitations pursuant to site acreage for seniors; and height/physical stipulations for handicapped units.

- Second units must comply with all parking standards of the zone.

- A second unit may be permitted, without age or disability restrictions subject to a conditional use permit; provided the unit is consistent with the densities permitted by the General Plan and Zoning Code, subject to a size limitation of 1,200 square feet.

- Second units may also be a mobilehome on a foundation, or a mobilehome not on permanent foundation provided that the base zoning district in which the premises is located is combined with the "MH" Combining District.

The intent of this plan as set forth in housing program 1.2.3 is to eliminate the requirement for a conditional use permit for second units and allow them by right where adequate infrastructure exists and development standards can be met.

Manufactured housing is also considered an important housing alternative, especially as related in serving the needs of lower-income households. Chapters 1571 and 1572, Statutes of 1988, require that manufactured housing must be permitted on permanent foundation systems on all single-family zoned lots, so long as the unit is no more than ten years old on the date of application, and meets federal and optional local standards specified in Government Code Section 65852.3.

A locality may exempt from this provision any place, building, structure, or other object listed on the National Register of Historic Places. Section 65852.3 specifies that local governments may impose architectural requirements on the manufactured home itself which are limited to roof overhang, roofing material, and siding material, so long as the requirements, or any other lot development standards imposed on the manufactured home installation, do not exceed those required for a conventional home on the same lot. Section 675852.4 has been added to the Government Code to specify that a locality may not subject an application to install a

manufactured home on a foundation system on a single-family lot to any administrative permit, planning or development process, or requirement unless it is identical to those which would be imposed on a conventional home on the same lot.

Parking Requirements

Parking requirements in the Town of Truckee are comparable to those of other towns its size. Single family residential and mobile homes require two private spaces plus one space per secondary unit, and multifamily units require from 1.5 to 2.5 spaces, depending on the number of bedrooms. One bedroom units require 1.5 spaces; two bedroom units require 2.0 spaces, and units with three or more bedrooms require 2.5 spaces. It has been documented in The Case for Multifamily Housing, ULI 1991, that "residents of multi-family housing tend to run fewer cars and use them less often." Parking requirements for multi-family and senior projects do not appear to be in excess of need, with the possible exception of the guest parking requirements. For senior projects, the parking requirements may be reduced by 55 percent if a project qualifies for such reductions and if approved as part of the land use permit. In summary, existing and proposed land use standards and codes do not constitute a significant constraint to the development or the maintenance of affordable housing.

Local Processing and Permit Procedures

Development review also affects housing costs. Because of holding costs, the longer it takes for a development proposal to be approved, the higher the development costs. In Truckee, an application for a residential project containing about 20 units typically requires a processing time (from filing of the initial application to final approval) of 2 to 12 months. However, actual processing time varies according to the size and scope of the project. While the Town attempts to process development applications in a timely and efficient manner, some delays are outside the control of the Town. Delays in processing can occur if environmental review, pursuant to the California Environmental Quality Act (CEQA), requires an EIR to be prepared. At times, approval from state or other agencies may also be required for certain types of projects.

Fees

Development processing and permit fees and exactions also add to housing construction costs. The Town estimates that its residential development fees total $3,753 per single-family dwelling unit and $3,300 per multi-family dwelling unit. These fees include a road impact fee of $1,700 per unit. Additional fees imposed by other public agencies can add up to $8,300. These estimates include school impact fees, which are currently set at $1.72 per square foot of habitable floor space.

Truckee's fees for new residential development appear to be somewhat lower than fees charged by other cities in Nevada County (see Table 7.32).

Availability of Assistance Programs

Truckee does not have the financial resources or sufficient staff to undertake major housing assistance programs without substantial backing by state or federal agencies. Existing funding for federal and state programs are not sufficient to meet State-wide demand which, in turn, limits the Town's ability to meet its needs. Therefore, the limitations on availability of outside assistance programs acts as a constraint to the provision of affordable housing.

ENVIRONMENTAL AND INFRASTRUCTURE CONSTRAINTS

Development of new housing in Truckee will primarily take place in in-fill areas and areas adjacent to existing development. Limited residential development will be allowed in other areas in conjunction with other non development uses. Specifically residential development at densities from .5 units per acre to 1 unit per 80 acres will be allowed in areas where important open space and environmental resources exist. The Town intends to limit the amount and location of residential development in these areas and encourage clustering to protect the natural environment and potentially reduce the cost of housing.

A number of public services are provided in Truckee by special districts rather than the Town. The Truckee Sanitary District provides sewage collection services; the Tahoe-Truckee Sanitation District provides sewage treatment services; the Truckee-Donner Public Utility District, the Glenshire and Donner Lake private water purveyors provide water service; the Truckee Fire Protection District provides fire protection service; and the Truckee-Donner Recreation and Park District provides recreation services and parks. These districts plan for the provision of services to their respective districts. The service areas of these districts include all areas planned for residential development. The Town will coordinate with the special districts to ensure the availability of facilities and services at the time these residential areas develop.

Major infrastructure improvements including full width streets, water and sewer mains storm water systems, and some parks are the responsibility of the developer to install at the time of residential development.

REDEVELOPMENT

The Town of Truckee recognizes the potential benefits of establishing a Redevelopment Agency. The Town is currently in the process of developing a Specific Plan for the Downtown Area. At the time the Town Council considers the adoption of the Plan they will determine what mechanisms, including redevelopment and tax increment financing, will be used to implement the Specific Plan.

TABLE 7.31
PLANNING AND DEVELOPMENT APPLICATION FEES

Application Type	Fee
General Plan Amendment/Rezoning	$2,000.00
Variances	$ 750.00
Tentative Parcel Map	$1,000.00
Final Parcel Map	$ 400.00
Conditional Use Permit: Residential Commercial Industrial	 $ 750.00 $1,500.00 $1,500.00
Tentative Subdivision Map	$ 750.00- $3,000.00 Depending on size
Time Extension for Subdivision Map	$ 250.00
Site Plan: Commercial Multi-family	 $ 500.00- $1,500.00 Depending on size of project
BUILDING PERMIT FEES FOR A TYPICAL 2,000 SQ. FT. LIVING AREA WITH A 400 SQ. FT. GARAGE + 500 SQ. FT. DECK	
Building Permit	$1,119.70
Plan Check (Master plan check only - 1 lot only to be built with this plan)	$ 714.00
Electrical, Plumbing, and Mechanical	Included in permit fee
S.M.I Fee	$ 14.12
Road Encroachment	$ 185.00
FACILITIES FEES	
Wastewater Treatment Plant	$2,250.00
Sewer Collection System	$ 925.00
Water System Fees	$ 450.00 - $1,783.00
Roadway Improvements	$1,700.00

** Application fees are based upon the actual cost of processing an application. Most applications require a deposit fee which actual costs are charged against. Dollar amounts listed are average costs by application type.*

TABLE 7.32
SINGLE FAMILY RESIDENTIAL IMPACT FEE SURVEY
FALL 1995

Description	Truckee	Grass Valley	Nevada City	Auburn	Folsom
FEE TYPE	*320 dwellings/yr*	*55 dwellings/yr*	*15 dwellings/yr*	*119 dwellings/yr*	*610 dwellings/yr*
Road	$1,700.00	$974.00	$3,074.00	$53.40...	$2,960.00
Water Connection	$450.00 - $1,783.00	$1,910.00	$1,000.00 -$3,810.00	$5,865.00	$1,935.00
Sewer Connection	$750.00 TSD	$4,246.00	$2,882.00	$1,376.00	$2,610.00
	$2,000.00 TTSA				
Electricity	$825.00 - $1,275.00	PG & E	PG & E	PG & E	0
Schools	$1.72/Sq.Ft = $3,096.00.	$1.72/Sq.Ft = $3,096.00.	$1.72/Sq.Ft = $3,096.00.	$1.72/Sq.Ft = $3,096.00. or	$4.25/Sq.Ft = $7,650.00.
	Note: An additional $1.11/Sq.Ft.. is charged to some areas.			$6,000.00/Unit Mello Roos..	
Fire	$648.00*	$1,245.00	$205.00	$210.00...	$400.00
Recreation/Parks	$0 = impact fee	0	$918.00	$1,120.00	$1,707.00
	$750.00 = Quimby fee	0	$880.00	0	$706.12
Police	0	$316.00	$590.00	$0	$400.00
City Administration	0	$205.71	$102.00	0	0
Drainage	0	$140.00	$984.00	0	$540.00
Facilities & Equip. Fee	0	0	0	$2,774.00	$400.00
Solid Waste	0	0	0	0	$150.00
Transportation	0	0	0	0	$35.00
TOTAL	$9,568.00 - $13,250.00..	$12,132.71	$13,731.00 - $16,641.00..	$14,231.00 - $17,398.00....	$18,997.00**

* Based on a 1800 sf house ** Excludes Quimby Fee *** Charged in portion of jurisdiction only **** Includes Mello Roos Fee

Note: School impact fees of $2.83/sq. Ft. are charged in some new subdivisions based on agreements with the subdivision developers.

ENERGY CONSERVATION

There are many opportunities for conserving energy in new and existing homes. While incorporating energy efficiency features into the design of buildings does not necessarily lower the price of housing, it is reasonable to expect energy conservation features to result in reduced monthly occupancy costs as consumption of fuel and energy is reduced.

Retrofitting existing structures with energy conserving features can similarly be expected to reduce monthly utility costs. Examples of energy conservation opportunities include weatherization programs and home energy audits; use of ground source heat pumps; installation of retrofitting or more efficient appliances, and mechanical or solar energy systems; and building design and orientation which incorporates energy-conservation considerations.

RESIDENTIAL LAND RESOURCES

INVENTORY OF AVAILABLE SITES

Future residential development in the Town of Truckee will take place in in-fill areas and selected areas designated for growth. A number of residential development strategies were employed in the development of the Land Use Plan and in particular in the designation of lands for future residential development. The strategies are reflected in the Land Use Plan and the Land Use Policies of the General Plan. These strategies include encouraging a mix of uses, including residential, in commercial area; in-fill of existing residential areas; locating new development around existing developed areas; phasing residential development with the availability of services and infrastructure; and residential clustering.

The Land Use Element of the General Plan designates the lands determined to be suitable for residential development. Public services are either currently available or planned to be extended to these sites. A total of 8,274 acres have been designated for residential development. Residential development is also permitted, in conjunction with other land uses, in an additional 7,704 acres. Within the 15,978 acres which allow some degree of residential development, a total of 17,700 dwelling units can be accommodated.

Table 7.33 provides a residential land use summary which shows the land use designations wherein residential development is allowed, the density allowed, acres available and the number of potential dwelling units.

The Town has designated a sufficient number of acres at appropriate densities to allow the development of a variety of housing types to meet its housing needs. The Town has designated 252 acres as high density allowing up to 16 dwelling units per acre. These high density areas can accommodate 2,010 units including 1,471 new units. Approximately 60 % of the undeveloped property in the high density residential designation are affected by the SR 267 phasing policy (LU 3.5) and may

not be available for development prior to 1999. However, the Planned Communities along with the Downtown Study area will accommodate an additional 800 residential units within the residential high density category which are not affected by Land Use Policy 3.5. It is presumed that these areas will be the areas most suited to provide the Very Low and Low income housing needed within the Town.

Given the Town's projected 1994-1999 new construction need of 765 units, of which 84 are very low and 115 are low, adequate sites at densities to allow the construction of multi-family units are being designated to accommodate this need.

While all of the sites designated for residential development either are currently served or services are planned to be extended, two of the areas are subject to service provision constraints. The first site is an 83 acre area located north of Interstate 80, west of Highway 89 North, which is designated for high density residential development with the potential for 498 to 996 units. While sewer service is planned to be extended to this area, its location requires a line to be constructed crossing the Truckee River. The cost and timing of the extension of sewer service to this area is a constraint to its development. The second site is an approximately 650-acre area located north of the intersection of Interstate 80 and Highway 89 south between Tahoe Donner and Highway 89 North and designated for 0.5 units per acre, with a development potential of 325 units. Like the first site, this area is located north of the Truckee River and cannot be developed until a sewer line is constructed crossing the River.

Despite the timing constraints associated with the development of these two sites, the Town has designated a sufficient number of sites, at appropriate densities to meet its new construction needs for the planning period.

PRESERVATION OF ASSISTED UNITS

The housing element is required to identify and develop a program for the preservation of affordable multifamily units assisted under various federal, state and local programs. In the preservation analysis localities are required to provide an inventory of assisted, affordable units that are eligible to convert to market rate within ten years. The Town has determined that there are no assisted units in the Town subject to conversion to market rate within the next ten years.

GUIDING POLICIES

The following were developed to guide preparation of the General Plan. Some of these guiding policies are implemented by the policies of the General Plan, and some of them are implemented by the Land Use Diagram.

Designate a sufficient amount of high density residential to accommodate the Town's share of affordable housing.

Distribute affordable housing throughout the Town instead of concentrating it in one location.

Include policies which allow granny-flats and in-law units in appropriate areas in order to provide more affordable housing.

POLICIES

The intent of the Housing Element is to ensure that the housing needs of all economic segments of the community can adequately be met. The Town of Truckee's goals and policies related to housing are presented in this section. These goals and policies are established to guide the development, rehabilitation and presentation of a balanced inventory of housing to meet the needs of present and future residents of the Town. The programs specified in this section constitute the Town's Housing Program which is intended to rely upon a wide variety of mechanisms to implement the Town's goals.

Housing Goal 1
Ensure an adequate supply of housing to meet the housing needs of all segments of the community.

Housing Policy 1.1
Provide adequate residential sites for the production of new residential units to meet the needs of existing and future residents.

Housing Program 1.1.1
Conduct an annual evaluation of the Town's inventory of available sites and take appropriate action to ensure ongoing supply of available sites at appropriate densities to meet projected housing needs.

See also Land Use Policy 1.1.

Housing Policy 1.2
Provide a sufficient amount of higher density residential land, distributed throughout the Town, to accommodate the Town's share of the regional housing need for affordable housing.

The Land Use Diagram implements this policy.

Housing Program 1.2.1
Require development of assisted units on scattered sites to avoid over-concentration.

Housing Program 1.2.2
Enact an ordinance to provide a density bonus of up to 35%, or other similar incentive if requested by the developer, or that provided by State law, whichever is greater, for projects which provide at least 20% of the total units for lower income households, or 10% of the units for very low income households, or 50% of the units for senior citizens. The ordinance will also prescribe the criteria for a density bonus up to 50% for affordable housing projects in proximity to transit and other services.

Housing Program 1.2.3
Permit secondary units by right in single-family residential areas where it is determined that adequate infrastructure exists to serve the second unit.

Housing Program 1.2.4
Amend the Zoning Ordinance to achieve consistency with the General Plan, and rezone lands where necessary to ensure consistency with the General Plan.

TABLE 7.33
RESIDENTIAL LAND USE SUMMARY

Land Use	Acres	Average Density withing the Classification in DU/Gross Acres	Maximum Density	Housing Units
Resource Conservation/ Open Space	2,142	1 DU/80 AC	1 unit/80 AC	30
Open Space Recreation	1,023	1 DU/10 AC	1 unit/10 AC	100
National Forest Residential Cluster-10	165	1 DU/10 AC	1 unit/5 AC	20
Residential Cluster-10	2,037	1 DU/10 AC	1 unit/5 AC	200
Residential Cluster-5	785	1 DU/5 AC	1 unit/2.5 AC	160
Residential .5 DU/AC	1,171	.5 DU/AC	1 unit/AC	580
Residential .5 to 1 DU/AC	220	1 DU/AC	2 units/AC	220
Residential 1 DU/AC	364	1 DU/AC	2 units/AC	360
Residential 1 to 2 DU/AC	1,981	2 DU/AC	4 units/AC	3,960
Residential 3 DU/AC	94	3 DU/AC	6 units/AC	280
Residential 3 to 4 DU/AC	332	4 DU/AC	8 units/AC	1,330
High-Density Residential 6 to 12 DU/AC	242	8 DU/AC	16 units/AC	1,940
PC-Tahoe Donner	3,870	1.8 DU/AC	10 units/AC	7,000
PC-1	170	.33 DU/AC	16 units/AC	50
PC-2	818	.73 DU/AC	16 units/AC	600
DSA	481	1.37 DU/AC	20 units/AC	820
SSA	83	.60 DU/AC	16 units/AC	50
TOTAL	15,978			17,700

Note: Max. densities do not include granny flats or other special purpose second units. *For residential high and other multifamily development areas, densities are provided for three bedroom units. A sliding scale of density shall be established for 1 and 2 bedroom units. Two bedroom unit density shall be the average or maximum density x 1.25, and one bedroom units shall be the average or maximum density x 1.50. Within the residential classifications, higher densities may be allowed through site specific zoning in accordance with land use policy 2.3.*

Housing Policy 1.3
Ensure a variety of safe, decent and sound housing.

Housing Program 1.3.1
Permit various types of housing, including congregate, community trust, and co-housing in areas designated for residential development, provided density requirements of the zoning code are met.

Housing Program 1.3.2
Allow manufactured housing wherever residential subdivisions are allowed, consistent with State law.

Housing Program 1.3.3
Amend the Zoning Ordinance to allow emergency shelter housing to be located in areas designated as Commercial and Residential High Density.

Housing Program 1.3.4
Amend the Zoning Ordinance to identify zoning districts where transitional housing may be located, provided necessary services are available to the site.

Housing Program 1.3.5
Allow recreational vehicles as a temporary residential use on site during construction of a single family residence.

Housing Goal 2
Conserve and improve the quality of the existing housing stock and the neighborhoods in which it is located.

Housing Policy 2.1
Pursue and support the use of all available resources for the rehabilitation and conservation of the existing housing stock.

Housing Program 2.1.1
Update and maintain the inventory of substandard housing units in the Town and assist property owners in applying for rehabilitation assistance from available public and private sources.

Housing Program 2.1.2
Maintain inventory of housing units at risk of conversion to market rate and work with non profits to ensure continued affordability of these units.

Housing Program 2.1.3
Annually pursue, in conjunction with the Nevada County Housing Authority, Truckee-Tahoe Housing Development Corporation or other appropriate entity, grant funds for the rehabilitation of existing affordable housing stock.

Housing Policy 2.2
Maintain a code enforcement program to ensure building safety and integrity of residential neighborhoods.

Housing Program 2.2.1
Enforce the building code through issuance of a permit prior to construction, repair, addition or relocation of any residential structure.

Housing Program 2.2.2
Remove all unsafe, substandard dwelling units which cannot be economically repaired.

Housing Goal 3
Remove or mitigate constraints to the maintenance, improvement and development of affordable housing.

Housing Policy 3.1
Periodically revise and modify as necessary standards and application processes to ensure none act as avoidable constraints to the production of affordable housing.

Housing Program 3.1.1
Process minor residential use permits, site plans, parcel maps and variances through the Zoning Administrator.

Housing Program 3.1.2
Modify the Development Code so that the approval of four (4) or less multi-family dwelling units shall constitute a ministerial project, subject to site plan, landscaping and building design approval by the Community Development Department. In accordance with C.G.C. section 65457, exempt residential projects in Specific Plan areas from environmental review if the comply with the approved Specific Plan for which an E.I.R. has been certified. Strive to ensure that Specific Plan E.I.R.'s are adequate to support the exemption.

Housing Program 3.1.3
Develop and make available residential building plans for affordable housing, as approved for use by the Building Department.

Housing Program 3.1.4
Continue to update the local codes to be consistent with the State Code.

Housing Program 3.1.5
Continue efforts to streamline and improve the development review process, and to eliminate any unnecessary delays in the processing of development applications.

Housing Program 3.1.6
Give priority to processing of applications for low and very low income housing projects. The priority will extend to building inspections during the construction process.

Housing Program 3.1.7
When feasible, consider assuming all or a portion of the cost of Town development fees for projects which provide housing committed to very low and low income households.

Housing Program 3.1.8
As part of the revision of the Zoning Ordinance to achieve consistency with the General Plan, reduce parking space requirements for affordable seniors housing projects.

Housing Program 3.1.9
As part of the revision of the Zoning Ordinance, allow shared parking in commercial and residential mixed use projects, where it can be demonstrated that the uses do not have competing peak parking demands.

Housing Program 3.1.10
As part of the revision of the Zoning Ordinance, remove avoidable constraints to the rehabilitation of existing dwellings such as the limitations imposed on non-conforming structures and uses.

Housing Goal 4
Balance the need and provision of housing in the community with its impacts on the environment and needed public facilities and services.

Housing Policy 4.1
Encourage residential design that promotes energy efficiency.

Housing Program 4.1.1
Adopt a solar access ordinance that establishes development standards to ensure solar access in all new residential development.

Housing Policy 4.2
Encourage residential development design that clusters units to reduce infrastructure costs and other development costs, as well as to preserve and enhance important environmental resources and to maintain important areas as open space.

Housing Program 4.2.1
Adopt standards for residential cluster areas and mechanisms for the long term protection and maintenance of the open space areas within their residential cluster areas.

Policies relating to residential cluster uses are found in the Land Use, Conservation, and Safety Elements.

Housing Program 4.2.2
The Town will coordinate with other providers of public facilities and services in the review of residential development projects to ensure services and facilities will be available, consistent with the providers' level of service standards.

Housing Goal 5
Provide housing affordable to all segments of the community.

Housing Policy 5.1
Pursue and support the use of available private, local, state and federal assistance to support the development or rehabilitation of affordable housing.

Housing Program 5.1.1
Work with developers and local banks and encourage the banks to meet their obligations under the Community Reinvestment Act by providing financing to developers of affordable housing in the Town.

Housing Program 5.1.2
Support non profit entities in their efforts to make housing more affordable, including supporting grant applications, identifying available sites, and Town involvement in the development of such sites.

Housing Program 5.1.3
Work with current and future employers of seasonal workers, together with other public agencies in the area, to develop a coordinated and cooperative approach to identifying the housing needs of these employees and implement programs to address the identified needs.

Housing Program 5.1.4
Any projects creating 100 or more jobs will be subject to a Development Agreement with the Town wherein the Town may ask

for consideration to address the impact of the jobs to be created on the Town's affordable housing supply.

Housing Program 5.1.5
Continue cooperation with Nevada County Housing Authority to provide Section 8 rental assistance, and seek to increase the number of Section 8 units in the Town.

Housing Program 5.1.6
Annually pursue, in conjunction with the Nevada County Housing Authority, Truckee-Tahoe Housing Development Corporation or other appropriate entity, grant funds for the construction of affordable housing.

Housing Goal 6
Provide equal housing opportunities for all residents of Truckee.

Housing Policy 6.1
Encourage and support the enforcement of laws and regulations prohibiting discrimination in lending practices in the sale and rental of housing.

Housing Program 6.1.1
Modify the development code as necessary to ensure that no provisions discriminate against any residential development or emergency shelter because of method of financing, race, sex, religion, national origin, marital status, or disability of its owners or intended occupants.

Housing Program 6.1.2
Pursue an agreement with the Nevada County Housing Authority to operate a fair housing information program in the Town of Truckee.

HOUSING PLAN

The purpose of the Housing Plan is to identify specific actions the Town intends to take to implement the goals and policies of the Housing Element. The Housing Plan is designed to accomplish the following:

- Identify and provide adequate sites to achieve a variety and diversity of housing.
- Facilitate the development of affordable housing.
- Address, and if necessary remove government constraints.
- Conserve and improve existing affordable housing stock.
- Promote equal housing opportunity.

Table 7.34 presents the Housing Plan in matrix form. The matrix lists each program the Town intends to implement, potential funding sources, agency responsible for implementation and time frame.

QUANTIFIED OBJECTIVES

The Town of Truckee will utilize a variety of program approaches to focus the Town's resources on meeting its projected housing needs. The Housing Element is required to establish the maximum number of housing

units the Town believes can be constructed, rehabilitated, and preserved over the planning period. The quantified objectives for this Element reflect a planning period from January 1994 to July 1999.

While the Town will strive, through the implementation of the Housing Plan, to attain the quantified objectives, Truckee cannot guarantee that these needs will be met, given limited financial resources. Meeting the Town's housing needs will depend in part upon the availability of private funding sources and funding levels of state, federal and county housing programs. Additionally economic forces can heavily influence the housing market.

The quantified objectives assume optimum conditions for the production, rehabilitation and preservation of housing. However, many factors, including environmental, physical and market conditions, can affect the timing and cost of meeting a community's housing needs.

Table 7.35 summarizes the quantified objectives for Truckee by income classification.

TABLE 7.34
TOWN OF TRUCKEE
HOUSING PLAN SUMMARY

Program Number	Housing Program	Potential Funding Source	Responsible Agency	Time Frame
PROVISION OF ADEQUATE SITES				
1.1.1	Annual Site Inventory	General Fund	Community Development Department	Ongoing
1.2.1	Avoid Over concentration	General Fund	Community Development Department	Ongoing
1.2.2	Density Bonus Program	General Fund	Community Development Department	1996
1.2.3	Second Units	General Fund	Community Development Department	1996
1.2.4	Zoning Ordinance Revision	General Fund	Community Development Department	1996
1.3.3 1.3.4	Emergency Shelter Transitional Housing	General Fund	Community Development Department	1996
ASSIST IN DEVELOPMENT OF AFFORDABLE HOUSING				
1.3.1	Variety of Housing Types	General Fund	Community Development Department	Ongoing
1.3.2	Manufactured Housing	General Fund	Community Development Department	Ongoing
1.3.3	Temporary Residential Uses	General Fund	Community Development Department	Ongoing
2.1.3	Seek Housing Assistance Programs	CDBG, Home, CHFA, HUD	Community Development Department	1995 - 1999
5.1.1	Community Reinvestment Act Lending Programs	Private Lending Sources	Community Development Department	1995 - 1999

TABLE 7.34
TOWN OF TRUCKEE
HOUSING PLAN SUMMARY

Program Number	Housing Program	Potential Funding Source	Responsible Agency	Time Frame
4.2.1	Cluster Development	General Fund	Community Development Department	Ongoing
5.1.3	Seasonal Employee Housing	General Fund	Community Development Department	1996
5.1.4	Development Agreements	General Fund	Community Development Department	Ongoing
5.1.5	Section 8 Housing Certificates/ Vouchers	HUD	Community Development Department	1995-1999
GOVERNMENTAL CONSTRAINTS				
3.1.1	Zoning Administrator	General Fund	Community Development Department	Ongoing
3.1.2	Ministerial Approval of Residential Projects and adequate Specific Plan EIRs	General Fund for development code and Downtown Study Area Specific Plan Developers for EIRs for other Specific Plans	Community Development Department	Ongoing
3.1.3	Affordable Housing Building Plans	General Fund	Community Development Department	Ongoing
3.1.4	Local Building Code	General Fund	Community Development Department	Annually
3.1.1 3.1.2 3.1.5	Streamlining of Development Review Process	General Fund	Community Development Department	Ongoing

TABLE 7.34
TOWN OF TRUCKEE
HOUSING PLAN SUMMARY

Program Number	Housing Program	Potential Funding Source	Responsible Agency	Time Frame
3.1.6	Priority Processing of Affordable Projects	General Fund	Community Development Department	Ongoing
3.1.7	Development Fees	General Fund	Community Development Department	Ongoing
3.1.8	Parking Standards	General Fund	Community Development Department	1996
3.1.9	Shared Parking	General Fund	Community Development Department	1996
3.1.10	Zoning Ordinance Revision	General Fund	Community Development Department	1996
CONSERVE AND IMPROVE EXISTING AFFORDABLE HOUSING				
2.1.3	Seek Rehabilitation Assistance	CDBG, State Fund's HUD, Home	Community Development Department	Ongoing
2.1.2	Preservation of At-Risk Units	HUD; CDBG	HUD; Town; Non-Profit	Ongoing
2.2.1	Code Enforcement	General Fund	Community Development Department	Ongoing
2.2.2	Remove Substandard Units	General Fund Tax Increment	Community Development Department	Ongoing
EQUAL OPPORTUNITY				
6.1.1	Development Code Revision	General Fund	Community Development Department	1996
6.1.2	Housing Information Program	General Fund	Community Development Department	1996

TABLE 7.34
TOWN OF TRUCKEE
HOUSING PLAN SUMMARY

Program Number	Housing Program	Potential Funding Source	Responsible Agency	Time Frame
ENERGY CONSERVATION				
4.1.1	Solar Ordinance	General Fund	Community Development Department	1996

TABLE 7.35
QUANTIFIED OBJECTIVES 1994 - 1999

Program	Very Low	Low	Moderate	Above Moderate	Total
New Construction	60	100	200	500	860
Rehabilitation	30 *1	30 *1	---	---	60
Conservation	--- *2	--- *2	--- *2	--- *2	0 *2

*1 The units identified for rehabilitation indicate a commitment of the Town to pursue housing rehabilitation grant funds as may be available through 1999.

*2 The Town has not identified any affordable units that are subject to conversion. However, each and every affordable unit within Truckee is important to maintaining an adequate supply of affordable housing. The Town will strive to maintain the existing affordable housing stock through consideration of condominium conversion standards and through review of individual development applications. Maintenance of the affordable housing stock may be achieved by preservation in place or through providing comparable elsewhere within the Town.

APPENDIX A

GENERAL PLAN BUILDOUT ESTIMATES

The following tables show buildout estimates for the following scenarios:

Table A.1 - General Plan

Table A.2 - Low Growth Alternative

Table A.3 - No Project Alternative

TABLE A.1 - Truckee General Plan Buildout Estimate Land Uses By Acres Housing Units, Population and Employment

Land Use Category	Density	Gross Acres	Housing Units	Occupied Units	Population	Non-Res 1,000 SF	Employees
RC/OS	1/80	2,142	30	10	30	0	0
OSR	1/10	1,023	100	50	130	0	0
PUB	0	1,444	N/A	N/A	N/A	653	1,580
PUB H/O	0	23	N/A	N/A	N/A	200	480
NF - PUB	0	133	N/A	N/A	N/A	200	100
NF - RC-10	1/10	165	20	10	30	N/A	N/A
NF - RC/OS	0	1,251	N/A	N/A	N/A	0	0
NF - OSR	0	241	N/A	N/A	N/A	0	0
IND	0	154	N/A	N/A	N/A	1,345	1,700
C	0.5	295	150	70	190	2,566	4,800
RC-10	1/10	2,037	200	100	270	N/A	N/A
RC-5	1/5	785	160	80	220	N/A	N/A
RES .5 du/acre	0.5	1,171	580	280	760	N/A	N/A
RES .5-1 du/acre	1	220	220	100	270	N/A	N/A
RES 1 du/acre	1	364	360	170	460	N/A	N/A
RES 1-2 du/acre	2	1,981	3,960	1,900	5,130	N/A	N/A
RES 3 du/acre	3	94	280	130	350	N/A	N/A
RES 3-4 du/acre	4	332	1,330	630	1,700	N/A	N/A
RH 6-12 du/acre	8	242	1,940	930	2,510	N/A	N/A
PC-TAHOE DONNER	N/A	3,870	7,000[1]	3,320	8,960	70	300
PC-1	N/A	170	50	50[2]	140	150[3]	300[4]
PC-2	N/A	818	600	288	780	400[3]	800[4]
DSA	N/A	481	820	390	1,050	1,057	2,220
SSA - Commercial	N/A	10	0	0	0	87	180
- Residential	N/A	N/A	50	N/A	N/A	N/A	N/A
- Res./Open Space	N/A	73	N/A	N/A	N/A	N/A	N/A
TOTAL GENERAL PLAN BUILDOUT		19,519	17,850	8,508	22,980	6,728	12,460
PROJECTIONS - 2015			13,271	6,264	17,253		8,109

1. Tahoe-Donner has approximately 7,000 approved housing units, including single and multi-family.
2. These units provide affordable employee housing and assume full occupancy.
3. This number includes commercial, industrial, hotel, office, and recreation buildings.
4. Because of the mix of retail, office, and hotel/recreation, 500 sq. ft./employee is applied based on data from Table 3-6 of the Hoffman Report.

TABLE A.2 - Truckee General Plan Low Growth Alternative Buildout Estimate Land Uses By Acres, Housing Units, Population and Employment

Land Use Category	Density	Gross Acres	Housing Units	Occupied Units	Population	Non-Res 1,000 SF	Employees
RC/OS	1/80	3,906	50	20	50	0	0
OSR	1/10	57	10	0	0	0	0
DRO	1/40	0	0	0	0	N/A	N/A
PUB	0	1,444	N/A	N/A	N/A	653	1,580
PUB H/O	0	23	N/A	N/A	N/A	200	480
NF - PUB	0	133	N/A	N/A	N/A	200	100
NF - RC-10	1/10	165	20	10	30	N/A	N/A
NF - RC/OS	0	1,251	N/A	N/A	N/A	0	0
NF - OSR	0	241	N/A	N/A	N/A	0	0
IND	0	189	N/A	N/A	N/A	1,647	2,080
C	0.5	279	140	70	190	2,431	5,020
RC-10	1/10	1,872	190	90	240	N/A	N/A
RC-5	1/5	737	150	70	190	N/A	N/A
RES . 5 du/acre	0.5	889	440	210	570	N/A	N/A
RES . 5-1 du/acre	1	0	0	0	0	N/A	N/A
RES 1 du/acre	1	364	360	170	460	N/A	N/A
RES 1-2 du/acre	2	1,971	3,940	1,860	5,020	N/A	N/A
RES 3 du/acre	3	94	280	130	350	N/A	N/A
RES 3-4 du/acre	4	332	1,330	630	1,700	N/A	N/A
RH 6-12 du/acre	8	278	2,220	1,050	2,840	N/A	N/A
PC-TAHOE DONNER	N/A	3,870	7,000[1]	3,320	8,960	70	300
PC-1	N/A	170	25	25[2]	70	75[3]	150[4]
PC-2	N/A	818	300	144	390	175[3]	350[4]
DSA	N/A	437	620	290	780	726[5]	1,500[5]
SSA - Commercial	N/A	0	0	0	0	0	0
- Residential	N/A	N/A	0	N/A	N/A	N/A	N/A
- Res./Open Space	N/A	0	N/A	N/A	N/A	N/A	N/A
TOTAL GENERAL PLAN BUILDOUT		19,520	17,075	8,089	21,840	6,177	11,560
PROJECTIONS - 2015			13,271		17,253		8,109

1.Tahoe-Donner has approximately 7,000 approved housing units, including single and multi-family.

2.These units provide affordable employee housing and assume full occupancy.

3.This number includes commercial, industrial, hotel, office, and recreation buildings.

4.Because of the mix of retail, office, and hotel/recreation, 500 sq. ft./employee is applied based on data from Table 3-6 of the Hoffman Report.

5.These numbers have been reduced from the previous version of the buildout table due to updated information on the Downtown Study Area.

Table A.3 - No Project Alternative Assumptions
(Existing conditions plus buildout)

Land Use Category - Residential	Total Units	Population
Single Family	10,284	14,661
Multi-Family	851	1,213
Mobile Home	130	185
TOTAL	11,265	16,059
TOTAL Employment (employees)	4,023	

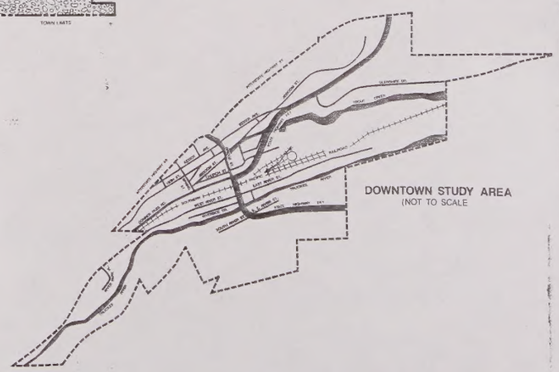
PLATE 1 - LAND USE DIAGRAM

CAN BE FOUND IN THE REAR SLEEVE

MINERAL RESOURCES

LEGEND

Mineral Resource Areas



DOWNTOWN STUDY AREA
(NOT TO SCALE

TOWN OF TRUCKEE
Established 1867 Incorporated 1993

1995 • GENERAL PLAN • 2014

PLATE 2

THE PLANNING CENTER

0 1200 2400 3600 FT

AREAS SUBJECT TO FLOODING

LEGEND

100 Year Flood Plain

TOWN OF TRUCKEE
Established 1867 Incorporated 1993

1995 • GENERAL PLAN • 2014

PLATE 3

THE PLANNING CENTER

0 1200 2400 3600 FT

CIRCULATION PLAN

LEGEND

- Existing Freeway
- Proposed Freeway
- Existing State Highway
- Existing Arterial Road
- Proposed Arterial Road
- Existing Collector Road
- Proposed Collector Road

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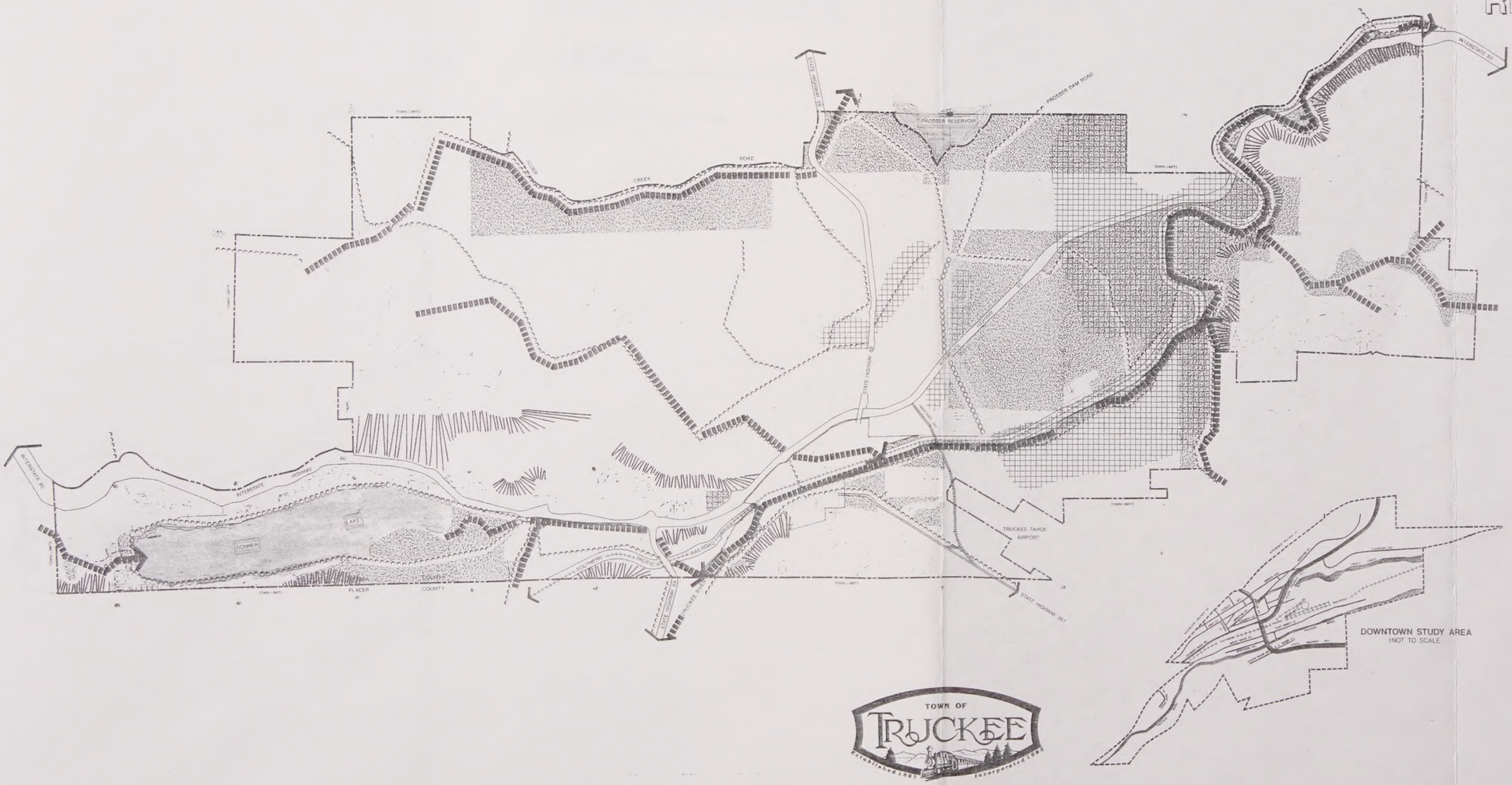
PLATE 4

THE PLANNING CENTER
0 1200 2400 3600 FT

OPEN SPACE, NATURAL/SCENIC RESOURCES, and TRAILS



LEGEND

- Open Space
- Scenic Vistas
- Prominent Slope Exposures and Ridgelines
- Major Streams and Rivers
- Proposed and Existing Trail System

NOTE: TRAILS SHOWN ARE NOT NECESSARILY PUBLIC AND OPEN TO PUBLIC ACCESS.

DOWNTOWN STUDY AREA
(NOT TO SCALE)

TOWN OF TRUCKEE
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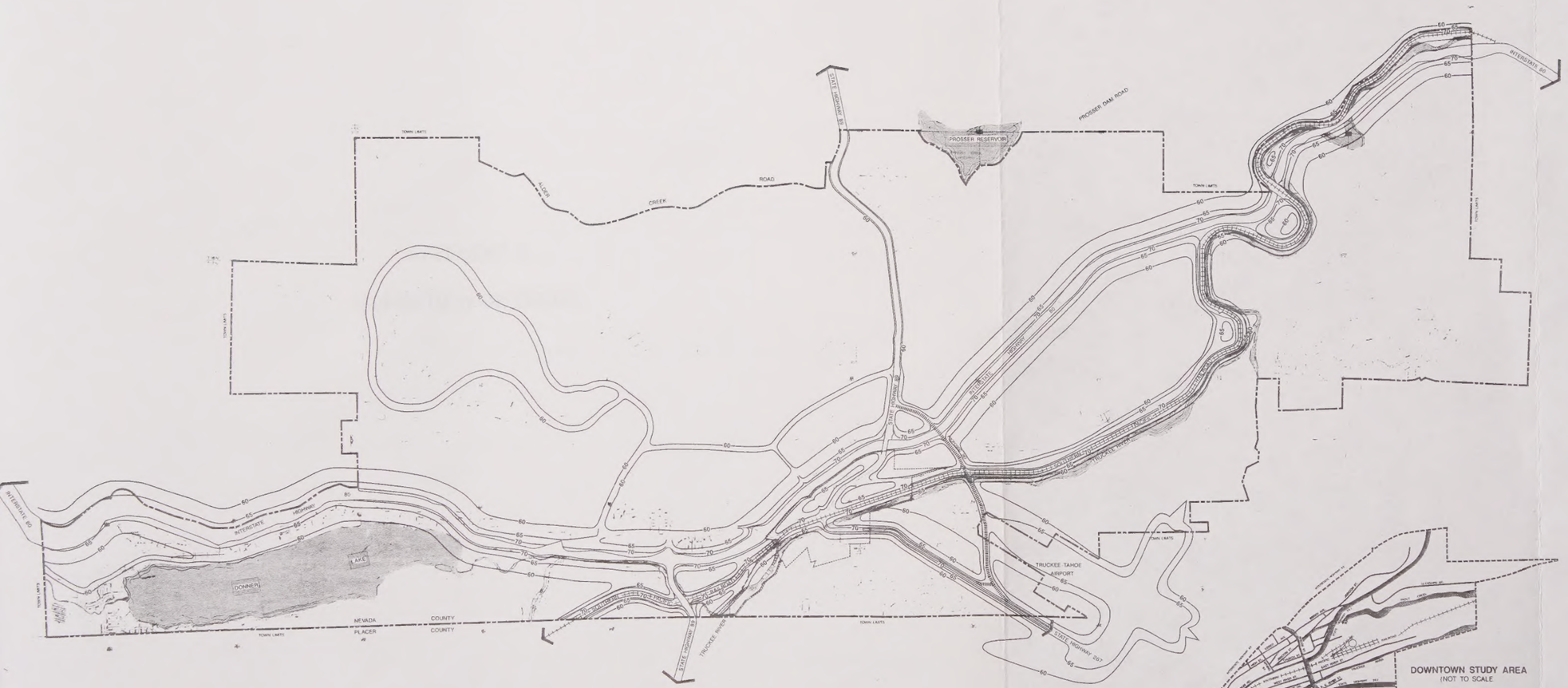
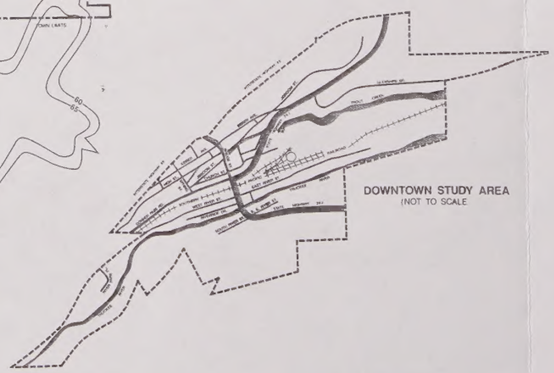
1995 • GENERAL PLAN • 2014

PLATE 5

THE PLANNING CENTER
0 1200 2400 3600 FT

FUTURE NOISE CONTOURS





LEGEND

60,65 & 70 dBA CNEL

TOWN OF TRUCKEE
Established 1867 Incorporated 1993

1995 • GENERAL PLAN • 2014

PLATE 6

THE PLANNING CENTER
0 1200 2400 3600 FT

APPENDIX B

DEFINITION OF TERMS

Accommodate To provide for where appropriate.

Affordable Housing Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income for housing including utilities.

Agency The governmental entity, department, office, or administrative unit responsible for carrying our regulations.

Air Pollution Concentrations of substances found in the atmosphere which exceed naturally occurring quantities and are undesirable or harmful in some way.

Allow To permit.

Appropriate An act, condition, or state which is considered suitable.

Approve To give formal or official sanction to.

Archaeological Relating to the material remains of past human life, culture, or activities.

Assist To support or aid.

Bed and Breakfast Usually a dwelling unit, but sometimes a small hotel, which provides lodging and breakfast for temporary overnight occupants, for compensation.

Buildout Development of land to its theoretical capacity as permitted under the general plan designation.

California Environmental Quality Act A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed project has the potential for a significant adverse environmental impact an Environmental Impact Report (EIR) must be prepared.

California Department of Transportation (Caltrans) — The agency with jurisdiction over the State's highway system.

Capital Improvements Program (CIP) — A program, administered by the Town, County government or Special Districts which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

Census — The official decennial enumeration of the population conducted by the federal government.

Clustered Development — Development which locates structures on a site so that larger areas are left undeveloped. The undeveloped areas may either be preserved in public or private open space, or may be a portion of an individual lot with a restriction prohibiting future development.

Community Noise Equivalent Level (CNEL) — A 24-hour energy equivalent level derived from a variety of single noise events, with weighting factors of 5 and 10 dBA applied to the evening and nighttime periods, respectively, to reflect the greater sensitivity to noise during these periods.

Consider — To think about with care or caution in order to make a judgement.

Consistent — Free from variation or contradiction. Programs in the general plan are to be consistent, not contradictory or preferential. State Law requires consistency between a general plan and implementation measures such as the zoning ordinance.

dBA — Decibel: a unit used to express the relative intensity of a sound, measured on the "A-weighted" scale to reflect sound as it is heard by the human ear.

Dedication — The turning over of private land for public use, and the acceptance of land for such use by the receiving governmental

agency. Dedications are commonly given for roads, parks, and school sites.

Density, Residential — The average number of residential dwelling units allowed per acre of land.

Development — Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; grading, deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover for the purposes of construction.

Development Right — Typically considered the right of a property owner to use the property for some economic use.

Discourage — To advise or persuade to refrain from.

Discretionary Decision — As used in CEQA, an action takes by a governmental agency which calls for the exercise of judgement in deciding wether to approve or carry out a project.

Dwelling Unit — A room or group of rooms which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household.

Easement — Usually the right to use property owed by another for a specific purpose or to gain access to another property. For example, utility companies often have easements on the private property of individuals in order to install and maintain utility facilities.

Encourage — To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Enhance — To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Ensure — To make sure or certain.

Erosion — The loosening and transport of soily rock and debris by wind, rain, or running water.

Establish To institute permanently by official action.

Fault A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible Capable of being done, executed, or managed successfully from the standpoint of the physical and financial capabilities of the implementers.

Findings The results of an investigation and the basis upon which decisions are made. Findings are used by government agencies and bodies to justify action taken by the entity.

100-Year Flood Plain The land area on either side of a waterway subject to inundation in a flood of a magnitude expected to occur every 100 years.

Floor Area Ratio The ratio of developed building space to land area. For example, a building 8712 square feet in size on a one acre parcel has an FAR of .20.

Focus To bring or direct activity, attraction, or attention to a common center or objective, but not necessarily to the exclusion of other centers and objectives.

Freeway-oriented Land uses which cater primarily to travelers along a major freeway, and require a high degree of visibility from the freeway.

Goal A general, overall, and ultimate purpose, aim, or end toward which the City of County will direct effort.

Guidelines General statements of policy direction around which specific details may later be established.

Historic An historic building or site is one which is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Home Occupation — A commercial activity conducted by the occupants of a particular dwelling in a manner incidental to the residential occupancy.

Impact — The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impervious Surface — Surface through which water cannot penetrate, such as a roof, road, sidewalk, and paved parking lot.

Incentive — Something which incites or has the potential to incite a specific action.

Incorporate — To include as an integral part of project design.

Incorporation — Creation of a new Municipality.

Infill Development — Development which occurs on vacant or underutilized land (usually individual lots) in areas that are already developed with residential and/or commercial land uses.

Infrastructure — Public services and facilities, such as sewage disposal systems, water supply systems, other utility systems, schools, and roads.

Intensity — The amount of development occurring on a parcel.

Jobs/Housing Ratio — The ratio of the number of jobs in an area to the number of permanent residents.

Joint Powers Authority (JPA) — A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serve both units.

Landscaping — Planting, including trees, shrubs, and ground covers, suitably designed, selected, installed, and maintained as to permanently enhance a site or roadway.

Level of Service (LOS) — A scale that measures the amount of traffic a roadway is capable of handling. Levels range from A to F, with A the best service level and F the worst.

Local Agency Formation Commission (LAFCO) — A five or seven member commission within each county that reviews and evaluates all proposals for the formation of Special Districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and mergers of districts with cities.

Maintain — To keep in an existing state.

Maximize — To seek the highest or greatest amount, quality, value, or degree to the greatest extent feasible.

Mineral Resource — Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize — To reduce or lessen, but not necessarily to eliminate.

Ministerial Decision — An action taken by a governmental agency which follows established procedures and rules and does not call for the exercise of judgement in deciding whether to approve a project.

Mitigate — To ameliorate, alleviate, or avoid an impact.

Mixed-use — Properties on which various uses, such as office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Multiple Family Residential — Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Must	That which is mandatory.
Noise Contour	A line connecting points of equal noise level as measured on the same scale.
Ordinance	A law or regulation set forth and adopted by the City.
Parcel	A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for the purposes of development.
Pedestrian-oriented	Development which is in scale and designed to cater to individuals who travel on foot and which accommodates activity of such travel.
Planning area	The area directly addressed by the General Plan including unincorporated territory that bears a relationship to the Town's planning. The Town's planning area includes the Town limits and potential lands that may be included in the Town's sphere of influence.
Policy	A specific statement of principle or of guiding actions which implies a clear commitment that the governmental agency intends to follow.
Preserve	To keep safe from destruction or decay; to maintain or keep in tact.
Principle	An assumption, fundamental rule, or doctrine that will guide general plan formulation.
Program	An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal.
Preclude	To prevent from occurring.
Prohibit	To forbid by authority.
Promote	To encourage or assist.

Protect	To maintain and preserve beneficial uses in their present condition as nearly as possible.
Pursue	To find or employ measures to obtain or accomplish.
Regional	Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.
Regulate	To make regulations for or concerning.
Restore	To renew rebuild, or reconstruct to a former state.
Restrict	To check, bound, or decrease the range, scope, or incidence of a particular condition.
Require	To make mandatory.
Rezoning	An amendment to the map and/or text of a zoning ordinance to effect a change in the type or density of uses allowed on a parcel.
Ridge line	An area composed of the highest points along a ridge and separating drainage basins or small scale drainage systems from one another.
Right-of -way	A strip of land owned and occupied or intended to be occupied by certain transportation and public use facilities such as roadways, railways, and utility lines.
Risk	The danger or hazard of potential loss.
Runoff	That portion of rain or snow which does not percolate into the ground and is discharged into waterways and drainage systems.
Septic System	A sewage treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen.

Setback — The horizontal distance between the property line and the edge of a structure.

Shall — That which is obligatory or necessary.

Should — Signifies a directive to be honored if at all possible.

Sign — Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to any structure vehicle, or feature of the natural or man-made landscape.

Single Family Residential — A single dwelling unit on a single site.

Slope — Land gradient described as the vertical rise divided by the horizontal run, and expressed as a percent.

Solar Access — The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Specific Plan — Under Article 8 of the Government Code (Section 65450 et seq.), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A Specific Plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence — The probable ultimate physical boundaries and service areas of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCO) of the County.

Strive — To devote energy and resources to accomplish.

Subdivision — The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

	Subdivision includes a condominium project as defined in Section 1350 of the California Civil Code.
Substantial	Considerable in importance, value, degree, or amount.
Tourism	The business of providing services for persons traveling for pleasure.
Traffic Model	A mathematical representation of traffic movement within an area or region based on observed relationships between the type and intensity of development in specific areas.
Transfer of Development Rights	A program which allows a development rights to be relocated away from desirable open space and/or environmentally sensitive areas to a different site chosen on the basis if its ability to accommodate additional units of development with minimal environmental, social, and aesthetic impacts.
Transit	The conveyance of persons or goods from one place to another by means of a local, public transportation system.
Urban Development	Development which is served or proposed to be served by a municipal or community water and/or sewer system.
Urban Sprawl	Haphazard growth or outward extension of a city resulting from uncontrolled or poorly planned development.
Utility Corridors	Rights-of-way or easements for utility lines on either publicly or privately owned property.
Vacant	Land or buildings which are not actively used for any purpose.
Viewshed	The area within view from a defined observation point.
Zoning	The division of a city or county by legislative regulations into areas or zones that specify allowable uses for real property and size restrictions for buildings within these areas. Zoning is intended to implement the policies of the General Plan.

Oversized Map or Foldout not scanned.

Item may be viewed at the
Institute of Governmental Studies Library, UC Berkeley.

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